



Buick for 1928 is off like a dash on the getaway—has power in reserve for the steepest hills—and stamina to survive the roughest going. And because of its superior engine efficiency, Buick for 1928 is a remarkably economical car to operate.

THE DRAGON MOTOR CAR CO., LTD.
Telephone Central 1246 or 1247.
88, Wong Nei Chung Road, Happy Valley.

China Mail

ESTABLISHED 1845

No. 25,837

HONG KONG, THURSDAY, APRIL 5, 1928.

PRICE, \$3.00 Per Month.



N. LAZARUS
Hong Kong's Only European Optician.
(Established Over Forty Years).
Manager:—RALPH A. COOPER, M.A.O.A.,
Registered Optometrist by Canadian Govt. Exam.
(Personal Attention).

RUBBER RESTRICTION.

SENSATIONAL ANNOUNCEMENT.

BITTER COMMENT.

Scheme Withdrawn From Malaya And Ceylon.

M.P.'S PREDICT DISASTER.

The Prime Minister's promised announcement as to the Government's intentions on the Stevenson Rubber Restriction Scheme was made in the House of Commons yesterday. Mr. Baldwin declared that the restrictions on the export of rubber from Malaya and Ceylon would be removed as from November 1 next and that meanwhile the existing scheme should continue unaltered. The Prime Minister promised a debate on the subject. Several M.P.'s bitterly animadverted on the Government's decision. The announcement, naturally, has had a powerful effect upon the share market in London and New York.

UPHEAVAL CAUSED IN RUBBER CIRCLES.

London, To-day.

In the House of Commons, Mr. Stanley Baldwin announced that the Government had decided that all restrictions on the export of rubber from Malaya and Ceylon shall be removed as from November 1, the next existing scheme to continue unaltered meanwhile.

Mr. Baldwin stated that the Government had received the report of the Committee of Civil Research on the question of rubber restriction.

Mr. D. Kirkwood (Labour) asked why there should be restriction of rubber.

Mr. Baldwin replied that it would take a quarter of an hour to explain that but he could assure Mr. Kirkwood that there would be a debate on the subject and full information would be given.

Sir Frank Nelson (Conservative) asked if the removal of the rubber restriction scheme required the sanction of the House of Commons.

Mr. Baldwin asked for notice of the question but thought it could be done by order of the Colonial Office.

Mr. Neil Maclean (Labour): "If you have the right to remove restrictions or impose restrictions what use is there of having a debate thereon?"

Mr. Kirkwood declared: "There is something behind all this." Comdr. Kenworthy (Labour) intimated that he would raise the question on the 6th inst.

Consternation.

Mr. Baldwin's announcement caused consternation on the rubber exchange. The price of spot rubber dropped 2d. per lb. almost immediately.

There were, however, a few buyers, but most of the members preferred to wait the trend of events. Subsequently, there was a slight recovery, but the market is disorganised.

Rubber shares also fell heavily.

—Reuter.

New York, To-day.

Rubber circles were extremely excited on Mr. Baldwin's announcement being reported, and prices of the local market immediately dropped five cents.—Reuter's American Service.

M.P.'s Views.

London, To-day.

Several members of the Commons have been interviewed by Reuter on the announcement.

Sir Robert Hutchison predicted "disaster for the industry" and said that thousands would be ruined. Many estates will have to close and unemployed in Malaya will be a menace to the Government. Ultimately control of the industry would pass to American hands.

Sir William Lane Mitchell said that Mr. Baldwin's brutal declaration indicated that he had no appreciation of the effect of the statement.

Sir Frank Nelson said the decision is "deplorable from an electoral view point."

Mr. H. E. Crawford said: "The removal of the restriction would mean in the long run that efficient estates would become established and that the speculative grower would not be so prominent."

The Promised Debate.

Reuter's Lobby correspondent

said that it is impossible that there will be a rubber discussion on the motion for an adjournment

to-morrow, but on the contrary a debate was more likely on the Colonial Office estimates later in the session when a wider field could be covered.—Reuter.

"Unparalleled Excitement."

New York, To-day.

Unparalleled excitement was witnessed on the Rubber Exchange and trading reached a record value. 2,507 lots changed hands in three hours. July deliveries opened at 26½ cents, and there were similar movements in most other positions. Mr. Baldwin's decision is more drastic than was expected. The general opinion of the trade was that the regulations would be revised, but few believed that the restrictions would be abolished.

Mr. Baldwin's decision is more drastic than was expected.

The total business during the day amounted to 8,985 tons, valued at \$161,200 sterling, eclipsing all records in the history of the Exchange.—Reuter's American Service.

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DODWELL & COMPANY, LTD.

FOR NEW YORK AND BOSTON via SUEZ.

S.S. "TOLEDO"Sails hence on or about 15th April.
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REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE
TAKING CARGO ON THROUGH BILLS OF LADING TO
GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK
SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES.

BRINDISI, VENICE & TRIESTE\$72.10.0.
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From Hong Kong.
M/V "REMO"Sails on or about 26th April.
M/V "VIMINALE"Sails on or about 24th May.
M/V "ESQUILLINO"Sails on or about 21st June.

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE.

From Hong Kong.
S.S. "VENEZIA"Sails on or about 1st May.
M/V "REMO"Sails on or about 29th May.
M/V "VIMINALE"Sails on or about 26th June.

NATAL LINE OF STEAMERS

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SOUTH AFRICAN PORTS.S.S. "UMVOLOST"Sails from Calcutta 3rd May.
Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hong Kong.

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THROUGH BOOKING TO EUROPE AT REDUCED RATES.
\$120, \$112, \$110, \$102, \$83, via San Francisco.
G\$440, G\$420, via Japan and Seattle.

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KOREA MARUTuesday, 17th April.

SHINYO MARUTuesday, 1st May.

*Calls Keelung.

LONDON via Singapore, Suez, Marseilles & Ports.

HAKONE MARUSaturday, 7th April.

SUWA MARUSaturday, 21st April.

SYDNEY & MELBOURNE via Manila & Ports.

AKI MARUWednesday, 25th April.

BOMBAY via Singapore, Penang, & Colombo.

AWA MARUWednesday, 11th April.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles,
Mexico & Panama.

BOKUYO MARUThursday, 10th April.

SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.

KANAGAWA MARUTuesday, 10th April.

NEW YORK and/or BOSTON via PANAMA.

TOBA MARUSunday, 15th April.

LIVERPOOL via Singapore, Colombo, Port Said & Ports.

LIMA MARUSaturday, 14th April.

CALCUTTA via Singapore, Penang & Rangoon.

NAGANO MARUMonday, 9th April.

NAGASAKI, KOBE & YOKOHAMA.

MISHIMA MARUFriday, 20th April.

SHANGHAI, KOBE & YOKOHAMA.

TSURUGA MARUThursday, 12th April.

HAKUSAN MARUMonday, 16th April.

*Cargo only.

Subject to alteration without notice.

For further information apply to:-NIPPON YUSEN KAISHA.

Tel. Central No. 292 (Private exchange to all departments.)

MAIL AND CARGO STEAMERS TO AND FROM
MARSEILLES, DUNKIRK, U.K. HAMBURG & ROTTERDAM.

From Marseilles

CHENONCEAUX10th Apr.
ATHOS II24th Apr.
D'ARTAGNAN8th May.
G. METZINGER22nd May.

From Dunkirk, Antwerp, London

CAPT. FAURE (Cargo) 24th Apr.

For Shanghai, Japan and North

China

CAPT. FAURE (Cargo) 24th Apr.

For full Particulars, apply to:-

Cie. des MESSAGERIES MARITIMES,

Telephones: C. 651 and 740. 8, QUEEN'S BUILDING.

SHIPPING
SECTION.

THE CHINA COAST.

LIGHTING SYSTEM—ALSO ON
RIVERS.

2,057 ALL TOLD.

Including all types, there are
2,057 lights and other navigation
marks in Chinese waters, under
Chinese jurisdiction.This is the figure given in a
publication, corrected to Dec. 1,
1927, by the Chinese Maritime
Customs, with a list of light-
houses, light-vessels, buoys, bea-
cons, etc., on the coast and rivers
of China, and summarised under
each Customs district.The total of 2,057 is made up as
follows:-Light 275.
Light-vessels 6.
Light-boats 53.
Buoys 322.
Beacons 1,401.

Total 2,057.

Four of the six light-vessels
are in the Shanghai district, onein Tientsin and the other in
Newchwang.Index of Navigation.
As in previous issues, there is a
map-plan showing the position of
all light-stations. Full particulars
are given in the tabulated list
and, as before, the publication
will be very useful for mariners
concerned with China.From the map, a layman can
see that the mouth and estuary of
the Yangtze River has the most
of these stations. All along the
coast of the southern half of
China, lights are dotted closely.
Between the mouth of the Yang-
tze and Kiaochow (in the north)
there is a gap. And then there
are a number of clusters around
the Gulf of Chihli.The foregoing can be taken as
an index of navigation require-
ments and the volume of ship-
ping, and therefore of trade.The Yochow district, where the
Siang River joins the Upper
Yangtze, has the biggest total
of shipping marks: of any cus-
toms district, with 151. Next
comes Shashi, further up the
Yangtze, with 101—all beacons.

Those Near Hong Kong.

Figures of districts nearest
Hong Kong are as follow:-

Canton:-23 lights, 16 buoys,

15 beacons—total 54.

Swatow:-6 lights, 3 buoys,

1 beacon—total 10.

Amoy:-4 lights, 10 buoys,

16 beacons—total 30.

Fochow:-6 lights, 15 buoys,

14 beacons—total 35.

Pakhoi:-3 buoys—total 3.

Kiangchow (Hainan):-4

lights, 3 buoys, 2 beacons—

total 9.

Kongmoon:-4 lights, 2 bea-

cons—total 6.

Samshui:-2 lights, 1 light-

boat, 1 beacon—total 4.

Wuchow:-14 buoys—total

14.

AMERICAN AUSTRALIA ORIENT
LINE.Operated for
U. S. Shipping Board
By SWAYNE & HOYT, INC.
FOR SAN FRANCISCO & LOS
ANGELES.

S.S. "WEST SEQUANA" Apr. 6

S.S. "WEST CAJOOT" Apr. 18

S.S. "MONTAGUE" Apr. 29

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General Agents

SHIPBUILDERS,
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OXY-ACETYLENE, AND
ELECTRIC WELDERS,
MECHANICAL, AND
ELECTRICAL
ENGINEERS.

Tel. Address: "TAIKOO DOCK," HONGKONG.

Telephone: Central No. 212.

Call Flag: "C" over "ANS. PENNANT"

LOCAL SHIPPING.

TO-DAY'S REPORT AND
DEPARTURES.Eleven vessels are recorded to
have arrived in the colony by the
Harbour Office report in the time
under review, ending 9 a.m. this
morning. The British claim 4 ar-
rivals, Japanese and Chinese 3
each, and German 1.Cargo imported to the colony to-
day shows a very poor standard,
the total registered being only
7,012, of which amount the British
claim 2,805 imported by 2 vessels.
Most of the cargo imported is gen-
eral merchandise, the exception be-
ing 3,436 tons coal.Still lower figures are register-
ed for cargo being shipped through
Hong Kong for ports beyond,
amounting to a low total of 3,807
tons. Only 2 vessels are carrying
the goods, 3,407 tons by the only
German vessel.With regard to the above figures,
the best return for cargo import-
ed to Hong Kong by one vessel,
was shown by the s.s. "Halvard"
from Kama-Messrs. P. & O.—
2,436 tons coal.The highest figures obtained for
cargo being shipped through for
ports beyond, was registered by the
s.s. "Carl Legian" from Manila—
Messrs. Jebsen & Co.—3,407 tons
general cargo.Passengers arrived in the colony
by the above vessels totals 594
persons, which include 413 Asiatic
deck, 143 Asiatic cabin; 38 Euro-
pean cabin.

Departures.

For Canton:-Sinkiang, Han-

yang, Foo Shing.

For Shanghai:-Chinkiang, Ains-

ger.

For K.C. Wan:-Hanoi, Sun Sai

Kai.

For Swatow:-Sungshan Maru.

Cremor.

For Amoy:-Kumsang.

For Macao:-Shui Hing.

For Shan Mei:-Cheong On.

For Saigon:-Kotau Maru.

For Antow:-Tak Hing.

For Whampoa:-Hung On.

For Fochow:-Foo Lee.

For Banka:-Tjisondari.

For Takao:-Saishu Maru.

Clearance.

For Swatow:-Dell Maru.

—DRY DOCK—

Length 787 Feet.

Length on Blocks 750 Feet.

Depth on Centre of

SHI (H.W.O.S.T.) 34 ft. 6 ins.

—THREE SLIPWAYS—

Capable of Handling Ships Up

to 3,000 Tons Displacement.

Electric Crane at Sea Wall, Capable of

Lifting 100 Tons at 70 Feet Radius.

BUTTERFIELD & SWIRE,

AGENTS.

HONGKONG, CHINA & JAPAN.

BANK LINE LTD.

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ELLERMAN & BUCKNALL S.S. CO., LTD.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT

ELLERMAN LINE

S.S. "CITY OF GLASGOW"Havre, London, Rotterdam & Hamburg24th April.

S.S. "CITY OF BOMBAY"Havre, London, Rotterdam & Hamburg25th May.

AUSTRALIASINGAPORE/AUSTRALIAAUSTRAL-EAST INDIES LINE

"KAZEMBE"Leaves Singapore7th May.

For FREMANTLE, ADELAIDE, MELBOURNE & SYDNEY.

Through Freight and Passenger bookings from Hong Kong in conjunction with "Ellerman" Line and
other services.

BOSTON, NEW YORK & BALTIMOREAMERICAN & MANCHURIAN LINE

S.S. "CITY OF DUNKIRK"via Suez Canal17th April.

S.S. "CITY OF EASTBOURNE"via Suez Canal18th May.

S.S. "CITY OF NEWCASTLE"via Suez Canal15th June.

ALSO AGENTS FOR

ANDREW WEIR & CO.

SERVICES TO

BOSTON AND NEW YORKAMERICAN & ORIENTAL LINE

S.S. "CEDARBANK"via Suez Canal8th May.

MAURITIUS & SOUTH AFRICAORIENTAL AFRICAN LINE

S.S. "TINHOU"20th April.

Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth), Mossel Bay
and Cape Town.Through Bills of Lading issued to Beira, Quilimane, Ibo, Port Amelia, Mozambique, Chinde,
Inhhamane, Zanzibar, Mombasa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay and
Madagascar.

For freight or passage on any of the above lines apply to:-

TelephoneCentral 4701.

THE BANK LINE, LTD.

CANADIAN PACIFIC

QUICKEST TIME ACROSS THE PACIFIC.
TO VICTORIA & VANCOUVER.

SAILINGS 1928.

STEAMERS	Hong Kong	Shanghai	Kobe	Yokohama	Vancouver
EMPEROR OF CANADA	Apr. 18	Apr. 21	Apr. 24	Apr. 27	May 6
EMPEROR OF RUSSIA	May 8	May 12	May 15	May 18	May 27
EMPEROR OF ASIA	May 30	June 2	June 5	June 8	June 17
EMPEROR OF CANADA	June 13	June 16	June 19	June 21	June 30
EMPEROR OF RUSSIA	July 4	July 7	July 10	July 12	July 21
EMPEROR OF ASIA	July 18	July 21	July 24	July 25	Aug. 4
EMPEROR OF CANADA	Aug. 8	Aug. 11	Aug. 14	Aug. 16	Aug. 25
EMPEROR OF RUSSIA	Aug. 29	Sept. 1	Sept. 4	Sept. 6	Sept. 15
EMPEROR OF ASIA	Sept. 12	Sept. 15	Sept. 18	Sept. 20	Sept. 29

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai)

SPECIAL FARES TO EUROPE

\$120 \$112 \$83

See Canada's Wonders—The Canadian Pacific Rockies—Lovely Lake
Louise—Baffin the beautiful.The "Trans-Canada Limited" and other daily through Express
trains. Stopovers allowed anywhere en route.Atlantic sailings from Montreal and Quebec every few days to
Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg.

HONG HONG—MANILA SERVICE.

Leave Hong Kong	Arrive Manila	Leave Manila	Arrive Hong Kong
Apr. 10	Apr. 12	EMPEROR OF CANADA	Apr. 14
Apr. 27	Apr. 29	EMPEROR OF RUSSIA	May 5

CANADIAN PACIFIC EXPRESS

TRAVELLERS CHEQUES

PAYABLE THE WORLD OVER.

THE SAFEST AND MOST CONVENIENT WAY TO CARRY FUNDS

Passenger Department: Tel. C.752 Cables: "CAGANPAC."

Freight and Express: Tel. C. 42 Cables: "NAUTILUS."

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore.

ALASKA MARUColonbia, Suez and Port Said. Monday, 9th April.

RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore.

ALASKA MARUColonbia, Durban & Cape Town.

LAPLATA MARUFriday, 27th April.

BOMBAY—Via Singapore and Colombo.

SHUNKO MARU (Calls at Karachi) Friday, 6th April.

BORNEO MARU (Calls at Penang) Thursday, 10th April.

DURBAN, DELAGOA BAY, BEIRA, DAR-ES-SALAAM.

MOMBAZA—Via Singapore and Colombo.

MEXICO MARUThursday, 3rd May.

CALCUTTA—Via Singapore, Penang and Rangoon.

SEATTLE MARUFriday, 27th April.

VICTORIA, SEATTLE, TACOMA & VANCOUVER Via Japan Ports.

ARIZONA MARU (From Shanghai) Saturday, 7th April.

HAIPHONG—Via HOIHOW & PAKHOI.

MENADO MARUSaturday, 7th April 10 a.m.

NEW YORK—Via Japan ports, San Francisco & Panama.

JAPAN PORTS

ANDES MARUFriday, 18th April.

SHINKO MARUWednesday, 18th April.

INDO MARUSaturday, 21st April.

HOZAN MARUSunday, 8th April 11 a.m.

KISHU MARUSunday, 15th April 11 a.m.

TAKAO—Via SWATOW & AMOY

TAKAO & KEELUNG

BATAVIA MARUMonday, 30th April.

CANTON

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KALYAN	9,144	7th Apr.	Marseilles, London & Antwerp
MONGOLIA	16,504	14th Apr.	Marseilles & London
INAGPORA	8,283	21st Apr.	Marseilles & London
MOOREA	10,953	28th Apr.	Marseilles & London
LAHORE	5,252	7th May	Marseilles & London
KASHGAR	8,605	14th May	Marseilles, London & Antwerp
KIDDERPORE	5,334	21st May	Marseilles, London & Antwerp
MAIWA	10,953	28th May	Bombay, Marseilles & London
ALPORA	5,273	5th June	Marseilles, London & Antwerp
DELTA	8,097	12th June	Marseilles, London & Antwerp
INOVARA	8,097	19th June	Marseilles, London & Antwerp
RANPURA	10,601	26th June	Marseilles, London & Antwerp
KHYBER	10,601	3rd July	Marseilles, London & Antwerp
RAWALPINDI	10,601	10th July	Marseilles, London & Antwerp
KASHMIR	8,097	17th July	Marseilles, London & Antwerp
RAJPUTANA	10,601	24th July	Marseilles, London & Antwerp
KALYAN	9,144	1st Aug.	Marseilles, London & Antwerp

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TAKADA	6,949	24th Apr.	Singapore, Penang & Calcutta
TALAMBA	8,018	2nd May	Singapore, Penang & Calcutta

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KASHGAR	8,005	18th Apr.	Shanghai, Moji, Kobe & Yokohama.
KIDDERPORE	5,334	25th Apr.	Shanghai, Moji, Kobe & Yokohama.
MAIWA	10,953	2nd May	Shanghai, Moji, Kobe & Yokohama.
TALAMBA	10,000	9th May	Amoy, Shanghai, Moji, Kobe & Osaka.
ALPORA	5,273	16th May	Shanghai, Moji, Kobe & Yokohama.
TANDA	9,950	23rd May	Shanghai, Moji, Kobe & Yokohama.
INOVARA	8,097	30th May	Shanghai, Moji, Kobe & Yokohama.
DELTA	8,097	6th June	Shanghai, Moji, Kobe & Yokohama.
RANPURA	10,601	13th June	Shanghai, Moji, Kobe & Yokohama.
NANKIN	7,058	20th June	Shanghai, Moji, Kobe & Yokohama.
ST. ALBANS	4,500	27th June	Shanghai, Moji, Kobe & Yokohama.
KHYBER	10,601	4th July	Shanghai, Moji, Kobe & Yokohama.
RAWALPINDI	10,601	11th July	Shanghai, Moji, Kobe & Yokohama.
KASHMIR	8,097	18th July	Shanghai, Moji, Kobe & Yokohama.
ARAFURA	6,000	25th July	Shanghai, Moji, Kobe & Yokohama.
RAJPUTANA	10,601	1st Aug.	Shanghai, Moji, Kobe & Yokohama.

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HEARD THE CUSSSES!

EVIDENCE IN COLLISION
INQUIRY.

"TAMING" & "KATONAH."

"They probably thought I was a Chinaman, being in my shirt-tails," said a European witness this morning at the Marine Inquiry.
He was Mr. W. G. Lawson, of the Standard Oil Co., owners of the launch "Katonah." Cross-examined by Mr. G. K. Hall Drutten, who appeared for Captain G. D. S. Mills of the China Navigation Co.'s (Butterfield & Swire) s.s. "Taming," Mr. Lawson persisted that he was long enough on the deck of the "Katonah" (at the time of its collision with the "Taming") to hear the cuss words from the "Taming."

Taking of evidence was completed this morning and the verdict will be given this afternoon.

When Undressing.

The Court, comprising Comdr. J. B. Newell, D.S.O., R.N. (Marine Magistrate), Lt. Comdr. Ivor Farrant (H.M.S. "Hermes"), Captain D. G. Burleigh (s.s. "Chipping"), Captain W. H. Walker (s.s. "Kwong Tung") and Captain A. Hall (s.s. "Phuempun"), sat to inquire into the circumstances attending a collision, outside Capsuman Pass (the western entrance to Hong Kong harbour), on the night of March 23-24.

The "Taming" was coming down from Canton and the "Katonah" going up. Lashed to the latter was the steel lighter "Vermont." Mr. Lawson told the Court that he held a master mariner's certificate but he was on the "Katonah" as a passenger. He was undressing when he heard a blast and the engines put full astern; he then rushed forward and saw a ship.

Expert Evidence.

As was the case yesterday, this morning's proceedings were characterized by sharp passages between Mr. Drutten and Mr. G. S. Hughes, Jones who appeared for the owners, coxswain and crew of the "Katonah."

Mr. R. K. Duncan, head of the iron works department of Taikeo Dock, was called to give by Mr. Drutten expert evidence. He described the position of the damage on the "Taming's" starboard side and said that there was no damage whatever outside that space. He did not see any sign of scraping. He had seen both the "Taming" and the lighter "Vermont" and he would certainly say that the lighter collided with the "Taming."

Cross-examined by Mr. Hughes, Mr. Duncan agreed that the damage he saw did not, in any way indicate what happened before. Mr. Hughes also asked witness to define the difference between the "Taming" colliding with the lighter and vice versa.

Graphic Illustration.

Mr. Duncan also admitted that the damage he saw was consistent with the two vessels striking each other at an angle demonstrated by Court models.

Among the witnesses, in addition to those mentioned in yesterday's report, were the pilot and quartermaster of the "Taming," the coxswain of the "Katonah," also the pilot and helmsman, and the coxswain of the lighter "Vermont."

To facilitate technical evidence, demonstrations were given with Court models, pens and pencils, balls of paper and torn paper. The coxswain of the "Vermont," who almost invariably entered into discussion when even a direct question was put to him, gave an emphatic illustration of the damage to the "Vermont's" bows, doing so, by trying to rub away his mouth and nose by brushing his hand over his face.

MOVEMENT OF STEAMERS.

The C.P.S. R.M.S. "Empress of Canada" arrived at Kobe yesterday at noon, left Kobe to-day at 5.30 a.m., and is due at Shanghai tomorrow at 1 p.m.

The P. & O. s.s. "Kalyan" left Shanghai for this port on April 3 at 8 p.m. with the Mails, and is due here to-morrow at about 6 a.m. The s.s. "Calulu" (D. & Co.) sailed from Sydney on March 17, and is due here on Saturday.

The B.I. s.s. "Talamba" left Singapore for this port on April 2 p.m., and is due here on April 7 a.m.

The B.I. s.s. "Santhia" left Kobe for this port on April 3, and is due here on April 8 a.m.

The M.V. "Toledo" (D. & Co.) sailed from New York on Feb. 13 and is due here on April 12.

The M.V. "Remo" (D. & Co.) sailed from Aden on March 26 and is due here on April 28.

The M.V. "Toronto" (D. & Co.) sailed from New York on March 17, and is due in Manila on April 30.

The s.s. "Kendal Castle" (D. & Co.) sailed from New York on March 6, and is due here on May 1.

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Tsao via Swatow & Shanghai	KWONGSANG	Sun., 15th Apr. at 7 a.m.
Tsao via Swatow & Shanghai	HOTSANG	Wed., 18th Apr. at 7 a.m.
Osaka via Amoy, Shanghai	SUISANG	Fri., 13th Apr. at 7 a.m.
Moji & Kobe		
Canton	CHAKSANG	Sun., 8th Apr. at 9 p.m.
Strait & Calcutta	KUTSANG	Mon., 9th Apr. at Noon
Sandakan	MAUSANG	Sat., 7th Apr. at 3 p.m.
Tientsin	YATSHING	Fri., 6th Apr. at 5 p.m.

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subject to rent.

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where they will be examined on the

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No Fire Insurance has been

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Hong Kong, 1st April, 1928.

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Hong Kong, Thursday, April 5, 1928.

THE YANGTZE BOYCOTT.

At a time when so much has pointed to increasingly improved relations between Chinese and foreigners throughout practically the whole of China, it is decidedly discouraging or at least irritating to read of a new boycott having been engineered against the British on the Upper Yangtze. The boycott, in one form or other, has from time immemorial been a favourite measure or weapon with the Chinese, and more often than not they have used it in a thoroughly unscrupulous manner. Seldom if ever, however, can they have applied it as on the present occasion with so much disregard for principle. Chinese merchants in districts to the west of Ichang have suddenly let it be known that "they have been ordered not to ship goods in British vessels." And this precious "order," forsooth, has come from a body who grandiloquently style themselves the "Avengers of Wansien Martyrs." Of course, this is mere hocus-pocus, typical Oriental camouflage, for, as was pointed out in yesterday's "China Mail," the whole affair is nothing more nor less than a clumsy and very transparent attempt on the part of General Yang Sen to extract money for himself and his soldiery by attempting to exact illegal levies on British ships and to force them to violate their neutrality by acting as unpaid transports. The non-success of this fatuous scheme has led to the inevitable boycott at the hands of the so-called "Avengers of the Wansien Martyrs." The most serious aspect of the affair is that these so-called "Avengers" have been able to in-

timidate the Chinese merchants and compel them to comply with their nefarious demands. Nothing could be more illuminating than such an incident, so painfully eloquent of the baleful effect of the military over the merchant class.

The Wansien incident is of the past, and up to the present time the Chinese have shown good sense and taste in keeping it well in the background. Their part in it and in the events that led up to it were by no means to their credit. General Yang Sen, as the very probable instigator of this latest boycott, should have it made clear to him that he stands to lose much more than he can possibly gain, particularly at the present time when the best and the most far-seeing among the Chinese are doing their utmost to work amicably with the foreigner, certain in the sound knowledge that by adopting such a policy the welfare of China will be best safeguarded and furthered.

China Investments.

Encouragement is taken from the announcement in the House of Commons that interest for this year on the Municipal debentures of Hankow's former British Concession would be provided for in the budget. The old Concession is now the third Special Administrative District. Although there are three British Councilors, in this case the Nationalist Government, or the local Nationalist Generals in authority. The British Councilors have expressed the opinion that arrears for 1927 should also be paid but the Foreign Secretary, Sir Austen Chamberlain, was unable to announce willingness on the part of the Nationalists to make good the deficit which is directly attributable to mismanagement following the rendition of the Concession. Half a loaf is better than no bread, the old saying goes. To improvement in the administration is due the ability to pay 1928 interest to debenture holders. But there are many British and other foreign people who have subscribed to ventures, or loans, etc., in China, who have not been paid for years. Their misfortune is due entirely to stagnation brought about by the civil war. When redress will be obtainable for these is a problem of much wider issues but it should, nevertheless, be borne in mind by the Home Government when sizing up the situation.

CORRESPONDENCE.

HOLY WEEK FILMS.

(To the Editor of the "China Mail.")
Sir,—I think our local cinema managers have missed a glorious opportunity of letting us see on this side of the Harbour a splendid film which is most applicable to Holy Week. This is "THE LAST SUPPER."

CH'ING MING.

ONE OF THE CHINESE
FESTIVALS.

TOMB WORSHIP.

Ch'ing Ming falls to-day. It is one of the most universally kept festivals in China, and is the fifth of the twenty-four solar periods into which the Chinese year is divided.

This is the day on which many Chinese worship at the tombs of their ancestors and forefathers of their clansmen. The Ch'ing Ming season, however, lasts for several weeks.

In some clans, it is imperative that tribute be rendered to ancestors on Ch'ing Ming Day proper. To others the day is not so important, provided that the ceremony at the tombs is observed within a stipulated period, according to the custom of the clan or village.

"Canton More Far."

It is for this worship that so many Chinese employed by foreigners ask their masters and mistresses for leave to go to "Canton more far," the latter meaning the native village in some part of Kwangtung which the average domestic is unable to translate or the average employer is unable to comprehend.

In Chinese firms and houses, regular provision is made, sections of the staff going in relays according to requirements.

As it is the home-going season, shops in Hong Kong, Canton and other cities, hold a cheap sale just before, to encourage people to bring gifts home and, incidentally, to buy such gifts from them.

Risks Attached to Worship.

During the strike and boycott, when travelling was attended with great risk, a good many abstained from carrying out the programme of filial piety. Nowadays, the danger is from bandits and, in less measure, from pirates in the minor waterways. Many a well-to-do family has been spirited away for ransom, while in the course of worship at a hill-side grave.

Ch'ing Ming is also referred to as the Festival of Tombs, because of the special thought given to the dead, whose graves are put in order at this time of the year, and to whom special offerings must be made.

Most village clans do the thing in style, a sum being set apart from ancestral funds for the purpose. To reward attendance, each male is entitled in some places to a share of the roast pork and sometimes to a little money for "expenses."

Chief Religious Practice.

Ch'ing Ming, however, should not be confused with the 9th day of the 9th month (in the autumn) when the Chinese go up the Peak in thousands, following the practice of ascending the hills, to be near the tombs for the purpose of meditation.

The word "worship," with its English connotation, is often objected to, when used in connection with ancestors in China. Honours are paid to the dead as part of an established cult which existed at the very beginning of Chinese history and, probably came down from the period of traditional mythology, but remains to-day as the chief united religious practice of the Chinese.

TO-DAY'S WEDDING.

MR. R. CUNNINGHAM AND
MISS A. M. STUART.

The wedding took place at Union Church, Hong Kong, this morning of Mr. Robert Cunningham and Miss Anne Mary Stuart, the Rev. Canon Alexander officiating. The bride was charmingly gowned in grey charmeuse with over-dress of grey, painted georgette, and white crinoline hat and carried a bouquet of roses and sweet peas. She was attended by Miss M. J. Stuart who wore a pretty dress of smoke brown frilled georgette with model crinoline hat to match and carried a sheaf of roses and sweet peas.

Mr. W. L. Walker, of the P.W.D., was best man.

After a reception at the Hong Kong Hotel, Mr. and Mrs. Cunningham left for their honeymoon at Macao, the bride's travelling attire being a blue crepe de chine dress, leopard velvet coat and fawn felt hat.

Surely that would have been more appropriate at our premier theatre, the Queen's, than "The Flea and the Devil," having regard to the Lenten period? However, perhaps, we may yet see "The Flea and the Devil" in a more suitable and suitably attired staff quarters for the Victoria Hospital. The recent extension of the Hospital accommodates extra staff quarters.

Public Works Extraordinary: purchase of No. 465, "The Peak," \$25,000.

Advantage was taken of an opportunity to purchase No. 465, "The Peak," (Dunedin, Barker road), a house suitable and suitably attired to serve as additional staff quarters for the Victoria Hospital. The recent extension of the Hospital accommodates extra staff quarters.

FINANCE VOTES.

MEETING OF LEGISLATIVE
COUNCIL.

ITEM OF \$103,000.

Among the votes which came up before the Finance Committee to-day after the meeting of the Legislative Council was the following:—
Public Works Extraordinary:—Constructing additional Storey, C.S.O. Building and contingent works, \$103,000.

The Colonial Secretary's Office building remains much as it was thirty years ago. The expansion of the work and of the staff, with the accelerated increase of records, has made the provision of extra accommodation without delay imperative. Sectional additions have been considered, but would prove inconvenient and in the long run expensive; and it is estimated that the work now proposed will suffice for the next ten or fifteen years.

It consists of the construction of an additional storey to provide increased accommodation for the Secretariat. Temporary accommodation while the work is in progress will be provided by leasing one floor of the French Bank building. It will be necessary to incur certain expenditure to arrange the floor to the requirements of the Secretariat; and certain further expenditure will be necessary for the housing of that portion of the staff of the Public Works Department which will have to vacate their present offices in the Colonial Secretary's Office building while the work is in progress. It is estimated that the sum of \$103,000 will cover the whole expenditure involved.

1927 Estimates.

A vote to supplement the 1927 Estimates was as follows:—
Land Registry:—Personal Emoluments, \$635.

Owing to the appointment of Mr. Jacks, Land Officer, to act as Puisne Judge and his departure on leave subsequently, it was necessary to appoint the Assistant Land Officer to act as Land Officer and another officer to act as Assistant Land Officer. This arrangement could not have been anticipated and provision for acting pay in accordance with the regulations was not made in the Estimates. The additional sum required after taking account of savings on Mr. Jacks's salary is \$635.

Other Items.

To supplement this year's Estimates were the following votes:—
Defence:—Armoured Car Section, \$379.

A self starter was ordered for the armoured car and received by Kowloon-Canton Railway and fitted in November, 1927. The bill from the Crown Agents however for cost of this self starter was received at too late a date for inclusion in 1927 accounts. The burden therefore falls on this year's funds. A saving of \$662.47, was effected in this sub-head during 1927, the cost is therefore in the nature of a re-vote to cover the transfer.

H.K.V.D.C. Training.

Defence—H.K.V.D.C.:—Allowance for Officers and N.C.O.'s undergoing training in the United Kingdom \$1,080.

It is requested that the sum of \$1,080 may be voted for the estimated cost of allowance for Officers and N.C.O.'s undergoing training in the United Kingdom.

This service was not estimated for, and the vote is necessitated by the regulation under the Volunteer Ordinance, 1920, readjusting allowances for training courses, made on March 8, 1928.

3-Pounders for Police.

Police Force:—purchase of three 3-pounder guns and ammunition \$2,500.

The present armament of Police cruising launches is machine guns. It is intended to substitute three-pounder guns for the machine guns in three launches, and a vote for \$2,500 is therefore requested to cover the cost of three such guns and the requisite ammunition.

Fanling Line Closure.

Kowloon-Canton Railway:—disposal of Fanling branch line permanent way \$4,973.

The Government decision to close down the Fanling branch line from April 1, 1928, and to pull up the track and bring in to Kowloon the rolling stock and permanent way materials necessitates the expenditure of approximately \$4,973 for which there is no provision in this year's Estimates.

The estimated saving, by not working the line from April 1 to December 31, is \$18,843. From which has to be deducted 9 months' earnings based at that of the past 3 months \$2,988, making the net saving \$10,855.

Hospital Staff Quarters.

Public Works Extraordinary:—purchase of No. 465, "The Peak," \$25,000.

Advantage was taken of an opportunity to purchase No. 465, "The Peak," (Dunedin, Barker road), a house suitable and suitably attired to serve as additional staff quarters for the Victoria Hospital. The recent extension of the Hospital accommodates extra staff quarters.

"HERMES" TRAGEDY.

FUNERAL OF THE THREE
VICTIMS.

IMPRESSIVE SCENES.

Impressive scenes were witnessed on the occasion of the funeral yesterday of the three victims of Tuesday's seaplane tragedy—Flying Officer A. W. B. Hale, R.A.F., Lieut. J. H. P. Graham, R.N., and Telegraphist Jackson.

All service units in the Colony were represented, representatives including Major-General C. C. Luard, Commodore J. L. Pearson, Lt.-Col. L. J. Conyn, Major Allen, Major Lynch and Col. T. A. Robertson.

Among others present were Capt. A. J. W. Whyte, A.D.C., representing H.E. the Governor, and the following Naval representatives: Capt. Hopwood, Commander R. Ramsbotham and Wing Commander T. J. Hunter (all of H.M.S. "Hermes").

The cortege started from the Naval and Military Hospital at 4.30 p.m. and was followed by the band, the three coffins on gun carriages and Marines, C.P.O.'s and Naval, Military and Air Force men of all ranks, including the Portuguese gunboat "Patria" and the transport "Pero de Alenquer" and members of Hong Kong Police Force.

On the cortege reaching the Monument, officers lined up and saluted each coffin as it passed, those taking part then walking at the slow march with the band playing the Dead March.

The Rev. F. Freeman, chaplain of the "Hermes," intoned the burial service after which the firing party, composed of Marines from the "Hermes" fired three volleys and the Last Post was sounded.

The Wreaths.

Wreaths were sent by the following:

In affectionate remembrance on behalf of the family from Lily Graham Illif and Arthur; His Excellency, Sir Cecil Clementi; H.E. Major-General C. C. Luard; Headquarters Staff; and Lady Tyrwhitt and family.

Wreaths from H.M.S. "Hermes": Captain and Officers, Officers and men of 403 Flight; Officers, Petty Officers and men of the Communication Division; Officers, N.C.O.'s and men of 440 Flight; Ship's Company; Chief Petty Officers and Petty Officers; Leading Stokers and Stokers; Warrant Officers; Officers, Petty Officers and men of the Quarter Deck Division; Fleet Air Arm; Brother Officers of the "Drake" Term.

Officers, R.A.F. Base, Kai Tak; N.C.O.'s and Airmen, Cameron-road Camp; Officers and Airmen, Accounts Office; Kai Tak Telegraphists; Other ranks, Kai Tak.

Ward Room Officers of H.M.S. "Titanis" and Submarines; Communication Branch of H.M.S. "Titanis"; Ward Room Officers of H.M.S. "Tamar"; Captain and Ward Room Officers of H.M.S. "Petersfield"; Captain, Officers and Ship's Company of H.M.S. "Cornflower."

Lieut.-Col. R. G. Clarke and Officers of the Queen's Royal Regiment; Officers, R.A.M.C.; No. 2 Company, R.A.M.C.; Warrant Officers and Sergeants' Mess, Engineers; Officers, Royal Artillery; Other Ranks, Royal Artillery; Officers of 2nd Bn. Scots Guards; Lieut.-Col. L. G. Bird and Officers of H.K.V.D.C.

Hon. Mr. E. D. C. Wolfe, C.M.G., Chief Inspector P. Grant, Sergeant's Mess, Central Police Station; Members of the Hong Kong Police Force.

Colonel T. A. Robertson; the Rev. G. T. Waldegrave and staff of Seamen's Institute; Mr. H. R. Phillips; Mr. Harry Field; Committee and Members of the Hong Kong Club; the Malayan Chinese Football Team; Wing Fat & Co. (canteen, H.M.S. "Hermes"); Naval and Military Y.M.C.A.; Portuguese Transport "Pero de Alenquer."

WILBUR PLAYERS.

"HANDCUFFED" SHOWING TO-NIGHT.

To-night at 9.15 the company will present "Handcuffed," a detective story full of laughs and thrills. There will be no performance by the Wilbur Players to-morrow night, but the season will be resumed on Saturday night with the delightfully amusing farce "Her Wedding Night." On Sunday the world famous farce comedy, "Charley's Aunt," with special songs, dances and music, will be presented at 5.30 and 9.15 p.m., children being admitted at half price to the matinee. On Monday at 5.30 there will be a matinee performance of "Three Live Ghosts," the sensational comedy with a London background and at 9.15 p.m. the season will be brought to a close with a farewell performance of "The Family Upstairs," the great comedy of domestic life, which is being repeated by popular demand.

CHINESE PIRATES.

N. ZEALAND SKIPPER'S ADVENTURES.

REFRESHING ACCOUNT.

If there is one man in New Zealand who knows the haunts of piracy from the basement up it is Captain B. McK. Thomson, who is spending a vacation in the Dominion after sailing in the pirate haunts waters of the China Seas.

He is a Gisborne man, who, after his apprenticeship on the Union Company's Dartford, went East and joined the Hong Kong, Canton, Macao Steamboat Company with headquarters at Hong Kong. He had not been with the concern long before piracy broke out upon an unprecedented scale.

Captured By Pirates.

The Gisborne sailor readily conceded that piracy was rather a hectic occupation. He was disposed to give the palm to a parcel of yellow skinned cunning and knavery which owed allegiance to a woman chief. They brought off the only act of piracy so far practised on the New Zealand captain's company.

This is how they handled the undertaking. They bought tickets as passengers, some first-class, some second, some third. At the appointed hour, the captain was speaking to a passenger. He stopped a shot in the back and in case that wouldn't keep him quiet they shot another round into him as well.

In no time the pirates appeared on all sides. The chief officer fell upon the bridge beneath an iron grating by a quartermaster in league with the pirates. One British passenger didn't see soon enough that this was not the time to pull the "indomitable old British spirit" stuff. He tried his luck and lost his life. A Jesuit priest, whose beard may have caused him to be confounded with a Sikh guard, also went to the land of his fathers. A grubby old Portuguese alone was unhurt.

The bandit chiefs proceeded to throw the dead overboard. Possibly, seeing that the captain, though unconscious, was not yet dead the Portuguese suggested that the pirates should leave the body on the deck till the boat made port in order that the supposed widow could bury the corpse and to that the Chinese consented.

Bias Bay.

Then they ran for Bias Bay. Junk came alongside and all money, rings, and other jewellery, ship's silver, etc., were lowered into them, and the pirates followed. As they disappeared in the darkness the steamer headed for Hong Kong, and after eight months in hospital there, Captain Thomson recovered sufficiently to be able to retire on a pension.

"Such incidents," said the Captain, "gave rise to the convoy system which obtained until the recent strikes and boycott in Canton. Perhaps four ships would put out from Hong Kong, at intervals of quarter-of-an-hour, and meet at a rendezvous an hour out from port. The slowest ship would take the lead. The last would be the fastest, and would carry an armed escort. All boats had fares, and the appearance of one of these, or any deviation from the straight line would bring the strongest ship up at full speed.

Under the Navy's Nose.

"What is Bias Bay, the famous pirates' lair, like?" asked the "New Zealand Free Lance."

"It's where the boats of the British China squadron carry out their little practice. It is about twenty miles, no more from Hong Kong, and is a wide bay, around which many native villages are situated, and the back country is hilly."

"Doesn't it jar you to think of these going on right under the official Navy nose?"

"The trouble is," said Captain Thomson, "that the pirates operate from inland. Nevertheless, they make use of the villages and in the future reprisals are to be carried out on the settlements whenever a British ship is pirated by Chinese using Bias Bay as their base. Just before I left to come down here on vacation the result of the threatened reprisals was seen in the information which filtered through to the authorities regarding suspicious movements of pirates around the villages."

"That the villagers were sincere in their efforts to break with the pirates was apparent to the crew of the submarine sent into the bay to lie hidden and intercept any ship entering that stretch of water. There are no wharves there, and any steamer entering the bay does so for no good purpose."

"The submarine waited two, or three weeks until at last a steamer appeared in the bay without lights. The submarine signalled for it to stop. There was no reply. A shot went across the bows. She carried on. A shot went into her

CINEMA NOTES.

"FLESH AND THE DEVIL" AT QUEEN'S.

LAST SHOWING.

"Flesh and the Devil," the big film at the Queen's Theatre, is being screened for the last time to-day. This lavish adaptation of Herman Sudermann's vivid story, "The Undying Past," is a tense drama of Germany before the war. The story tells of a beautiful woman who ensnares her husband's best friend and so brings about an astonishing series of dramatic events, ending in a remarkable climax. The picture is splendidly staged, one feature being a complete replica of the Berlin railway station, including trains. Three famous stars, John Gilbert, Greta Garbo, and Lars Hanson are the leading players, and they are ably supported by a large cast including George Fawcett, Barbara Kent, and Eugene Besserer.

ZANE GREY FILM.

Based on the novel of the same name by Zane Grey, the new film at the World Theatre to-day, "Forlorn River," is a capital adventure story, dealing with cattle rustlers of the wild West. Jack Holt, star of many Western films, plays the role of an outlaw and fugitive from justice, whose romance with a rancher's daughter leads to exciting complications. Arlette Marchal, who appeared in "Madame Sans Gene," is the heroine, and Raymond Hatton, famous for his work in "Behind the Front," provides the comic relief in delightful manner. The settings of the film are exceptionally beautiful. The programme at the World Theatre includes a new gazette giving interesting glimpses of the new Ford car both in the factory and on its trial runs.

CAME BACK.

A Chinese was this morning charged before Mr. R. E. Lindsell at the Central Magistracy with returning from banishment after he had been sent away for ten years on May 15, 1924. Sub-Inspector Carrigan, in charge of Police Records, said that the accused's criminal career started in 1923 when he went to jail for three terms for theft, after which he was banished. He came back to Hong Kong in 1925, was sentenced to 12 months hard labour and then re-banished on his original warrant. Mr. Lindsell passed sentence of ten months' hard labour and 20 strokes of the birch.

POISONED WOMAN.

Leung Ngoi-ngan, a Chinese woman living at No. 11, Swatow-lane, was yesterday admitted to the Government Civil Hospital suffering from a dose of poison which was stated to have been self-administered.

Still she forged ahead. Finally, a high explosive shell below the water-line set her on fire and she began to take in water and seemed about to founder. Pirates and passengers jumped into the sea, and the submarines rescued 200 souls of mixed morality. When I left Hong Kong, seven pirates had been identified and their trial was progressing.

"We have pirates on the Canton river also," said Captain Thomson. "They lie back in the hills and come forward to the narrow points of the river when they strike."

"The ships of the company for which I work carry eight Sikhs each, who are supplied by the police and paid by the company. All officers and the guard are situated inside a gridded area which includes the bridge. Officers on duty have to carry a revolver and 50 rounds of ammunition. The Indian guard scrutinises every individual knocking at the steel door of the gridded area before admitting him. The bridge right round is armour plated, and loop-holed steel shields at the ends of the bridge permit fire to be returned at launches or at the shore. All passengers coming aboard pass between lines of police and their persons and luggage are searched. Women police search the female Chinese."

"The precautions are a strong deterrent," concluded Captain Thomson. "They make the risk so great that the pirates hesitate to operate as freely as before. However, if they do come on board, ball up the first-class passengers, commence shooting and threaten to continue to do so until the officers inside the grille give in. What course should be followed? Proceed to port to the accompaniment of executions—or spare life by acquiescing in piracy?"—New Zealand "Free Lance."

NEW AIR LINER.

MACHINE DESIGNED FOR COMFORT.

SMOKING PERMITTED.

The "Calcutta" all-metal flying boat, built to the order of the Air Ministry for operation by Imperial Airways, went through some of her flying trials at Rochester, where she was built by Short Bros., Ltd. The "Calcutta" was described in "The Daily Telegraph" of Feb. 14. After going to Felixstowe for passing-out flights, she will be put on the Southampton-Guernsey service as a preliminary to employment in the Far East.

She is in many respects the most comfortable air liner in existence. Sitting in the very roomy cabin, which accommodates fifteen passengers, one is below the wings and enjoys an unrestricted view. In land aeroplanes the passenger's view is obstructed by the wings. The "Calcutta" has the great additional advantage that smoking is permitted, petrol tanks and engines being well out of the way. In the course of a flight of half an hour, I sat for a little while by the side of the pilot, Captain Lancaster Parker (test pilot for Short Bros., Ltd.), and handled the duplicate set of controls. The "Calcutta," which weighs eight and a half tons, and is fitted with three Bristol "Jupiter" engines, totalling 1,455 h.p., is exceptionally nice to handle, and seems to have none of the difficult peculiarities of most flying boats. Her Servo rudder and geared controls reduce the labour to a minimum. Left to her own devices (save for rudder control) for many minutes at a time, she kept a level keel.

Quick Take-Off. The conditions were favourable, and the flight over Chatham, Rochester, and Strood, with views of castle, cathedral, waterways, factories and shipping, was very enjoyable, and the noise of the engines was to some extent diminished by their distance from the cabin. Take-off and alighting gave no perceptible sensation on leaving, and entering the water; and although the water was smooth, and therefore favoured these operations, they gave evidence of sound hull design. The shape of the hull is designed for quick take-off, and in fact the water was left nine seconds after the engines were opened out.

PASSENGER LISTS.

DEPARTURES.

First-class passengers sailed from Hong Kong on the Dollar Line "President Cleveland" for Seattle via Shanghai and Japan on April were:—
Mrs. C. Heron, Miss Paz N. De Guzman, Miss C. M. Aragon, Miss R. A. Sangejas, Miss M. A. Sangejas, Mr. Francisco Aragon, Mrs. M. B. De Aragon, Mrs. J. D. Feldstein, Mrs. J. M. Ross, Mr. C. F. Moelich, Miss H. L. Patter, Lt. W. D. Wright, Miss E. E. Shae, Miss J. Shae, Mrs. F. H. Shae, Mr. Brankston, Mr. H. M. Hind, Mr. A. W. Brankston, Mrs. E. G. Oda, Mr. D. S. Ocampo, Mr. P. Lorenze, Mr. W. M. Sullivan, Mr. H. Gilmore, Mrs. A. K. Gilmore, Mr. Y. Imamura, Mrs. M. T. Kalyo, Miss C. Jison, Dr. F. O. Santos, Mrs. L. P. Hammond, Mrs. G. W. Van Densen, Mr. H. K. Macdougall, Mrs. M. R. Carlson, Mr. D. W. Scott, Mr. L. W. Meyer, Mr. A. K. Oks, Lt. & Mrs. W. M. Scaife, Miss M. Scatfe, Mr. & Mrs. W. Sanford, Mr. T. H. Minkewitz, Miss E. Bell, Mrs. B. L. Stern, Mrs. R. M. Cohen, Mr. & Mrs. A. Jessor, Mr. M. Morgan, Mr. & Mrs. W. C. Stewart, Mr. D. Van Blesdyk, Mr. & Mrs. H. E. Edwards, Mr. A. F. Kindersley, Mr. Ong Kong-hung, Miss P. Hurphy, Mr. M. D. Manchester, Mr. Mui Woon-cheung, Mr. Mui Chun, Mr. Wong Kwong-man, Lt. W. A. Griswold, Mr. Lee Kin-yai, Mr. J. L. Knopp, Mr. J. Wilson, Mrs. E. H. Melis, Mr. J. A. Thompson, Mrs. G. B. Enders, Mr. C. A. Chopp, Mr. A. H. Fenwick, Mrs. M. Hendry, Dr. & Mrs. W. R. Morse, Mr. & Mrs. Frick, & the Mrs. Frick, Mr. J. K. Chang, Mr. E. H. Ko, Miss A. M. D. Dinneen, Mrs. K. G. Alinsworth, Miss K. W. Alinsworth, Mr. Lau Shih-chuen, Mr. Wong Yiu-mun, Mr. Pang Shin-ki, Mr. Chan Wai-ting, Mr. T. Mori, Mr. T. Mattori, Mr. Z. Toga, Mr. T. Hyama, Mr. R. Yamada, Mr. R. Ryu, Mr. S. Gehkawa, Mr. K. Osaka, Mr. Y. Yakayama, Mr. K. Yamayama, Mr. R. Fujimura, Mr. T. Soto, Mr. Wong Kwan-yut, Mr. Chung Shee-ting, Mr. E. T. Stubbs, Mrs. R. E. Spurgeon, Miss H. Spurgeon, Miss M. Spurgeon, Mr. & Mrs. Shin Mog-foo, Mr. Lau Ngoo-sam, Mr. Tang Mong-que, Mr. S. J. Cheong, Mr. Mui Woon-fai, Dr. McWhittier, Mr. C. K. Chan, Mrs. N. G. Wood, Mr. Lai Chung-yi, Mr. C. Fan, Mr. Cook Tze, Cheung, Mr. H. F. Mischuritz, Mr. H. Gid, Mr. W. R. Davis, Mr. H. Merrell, Mr. & Mrs. Lau Lin-yang, Mrs. B. M. Bristol, Mrs. Castleman, Mrs. L. Riedell, Mrs. A. Carr, Miss Carr, Mrs. E. C. McCormack.

COLONY'S WATER.

DECREASE IN ISLAND SUPPLIES.

INCREASE IN KOWLOON.

According to the water returns showing storage of reservoirs on April 1, the amount in store in Hong Kong was considerably below that of the same date last year, viz. 964.98 million gallons as compared with 1,191.66 million gallons last year. The average consumption per head per day during the month was 16.7 gallons as compared with 17.9 gallons last year. There was an intermittent supply in all rider main districts west of Garden-road during March, 1927, and a full supply in all rider main districts east of Garden-road during March last year as compared with an intermittent supply in all rider main districts during March, 1928.

In Kowloon, there is an increase in storage, 384.13 million gallons as compared with 249.02 million gallons last year. The consumption has increased from an average of 15.6 gallons per head per day to 17.9 gallons. There was a full supply in all districts during March of both years.

Level and Storage of water in Reservoirs on April 1, 1928.—

CITY AND HILL DISTRICT WATER WORKS' LEVEL.

	1927	1928
Tytam	10' 1" 15' 10"	10' 1" 15' 10"
Tytam Byewash	22' 3" 22' 6"	22' 3" 22' 6"
Tytam Intermediate	22' 0" 22' 6"	22' 0" 22' 6"
Tytam Tuk	32' 3" 43' 1"	32' 3" 43' 1"
Wong Nei Chung	15' 0" 22' 8"	15' 0" 22' 8"
Pokfulum	18' 0" 21' 9"	18' 0" 21' 9"

[Note: B. denotes "Below Overflow"; A. denotes "Above Overflow."]

Storage in millions and Decimals of gallons.

	1927	1928
Tytam	304.39	283.82
Tytam Byewash	1.37	1.67
Tytam Intermediate	13.20	91.40
Tytam Tuk	751.74	578.75
Wong Nei Chung	13.72	8.09
Pokfulum	27.24	21.15

Total

Consumption of water in the City and Hill District in millions and decimals of gallons during the month of March.

	1927	1928
Consumption	216.75	218.57
Estimated population 410,200	420,520	
Consumption per head per day	17.0	14.7

Intermittent supply in all Rider Main Districts west of Garden-road during March, 1927, and Full Supply in all rider main districts east of Garden-road during March, 1928.

Intermittent supply in all Rider Main Districts during March, 1928.

KOWLOON WATER WORKS' LEVEL.

	1927	1928
Kowloon Reservoir	17' 9" 11' 3"	17' 9" 11' 3"
Shek Lai Pui Reser.	21' 5" 2' 0"	21' 5" 2' 0"
Reception Reservoir	2' 4" 0' 11"	2' 4" 0' 11"

Storage of millions and decimals of gallons.

	1927	1928
Kowloon Reservoir	193.59	245.40
Shek Lai Pui Reservoir	28.60	108.00
Reception Reservoir	27.03	30.73

Total

Consumption of water in Kowloon in millions and decimals of gallons during the month of March.

	1927	1928
Consumption	17.45	91.45
Estimated population 159,400	184,440	
Consumption per head per day	15.6	17.9

Full Supply in all districts during March 1927 and 1928.

The Government Analyst's reports show that the quality of the water is satisfactory.

Total rainfall to March 31, 1927, 0.20. March 31, 1928, 10.64.

Senator Borah's predilection for being in a minority—and smaller the minority the more he enjoys being in it—has brought him sharply up against Mr. Coolidge's naval programme. He denounces it as "sheer madness," the beginning of the first naval race, and conceived "not for the legitimate purpose of protecting American commerce, but for war." "Immediate and inevitable," Senator Borah may find a few people to agree with him in and out of Congress, but the general conviction says a Home paper, is that the Navy Department will get its way, and that America in the next five years will be spending nearly £150,000,000 on seventy-one new vessels. This either means nothing for the outside world, or is the biggest thing that has happened since the Armistice.

TRIANGULAR PORTUGUESE INTERPORT FOOTBALL.

Easter Sunday—SHANGHAI v. HONG KONG—H.K. Football Club Ground, Happy Valley, at 4.45 p.m.
Easter Monday—SHANGHAI v. MACAO—Recreio Ground, King's Park, 4.30 p.m.
Tuesday, Apr. 10th—MACAO v. HONG KONG—H.K.F.C. Ground, at 4.45 p.m.
Wednesday, Apr. 11th—PORTUGAL (Combined Teams) v. CHINA—RECREIO ASSOCIATION—H.K.F.C. Ground, at 5.00 p.m.
Thursday, Apr. 12th—PORTUGAL (Combined Teams) v. REST OF COLONY—H.K.F.C. Ground, at 5.00 p.m.
Bookings for the Match on Easter Sunday only (Shanghai v. Hong Kong) can be made at the BRUNSWICK HOUSE, 17, The House Street, on THURSDAY, the 6th instant, and after that date at the Club de Recreio, King's Park. There will be no bookings for the other matches.
Price of Admission: General Stand £1.00
Uncovered Stand 50. No Booking.
E. DE SOUSA, Hon. Football Secretary.

Shadows Before

COMING EVENTS ANNOUNCED IN THE "MAIL."

To-day—Queen's Theatre; "Flesh and the Devil."
To-morrow—Star Theatre; "Love's Blindness, 2.30 p.m. to 8.30 p.m., Wilbur Players in "Handcuffed," 9.15 p.m.
To-day "Cheer O" dance, 7.30 p.m.

To-day—World Theatre; "Forlorn River."
April 6—Queen's Theatre; "The Shield of Honour."
April 7—Star Theatre; Wilbur Players in "Her Wedding Night," 9.15 p.m.

April 7—Sing song at "Cheer O," 7.30 p.m.
April 8—Star Theatre; Wilbur Players in "Charley's Aunt," 5.30 and 9.15 p.m.

April 8—Musical entertainment at "Cheer O," 7.30 p.m.
April 8—9—Queen's Theatre; "Whispering Wires."
April 8—9—World Theatre; "Bright Lights."

April 8—9—Star Theatre; No Cinema Performance; Wilbur Players in "Three Live Ghosts," 5.30 p.m.; and in "The Family Upstairs," 9.15 p.m.

April 10—11—Queen's Theatre; "Silk Stockings."
April 10—11—World Theatre; "The Street of Forgotten Men."
April 10—11—Star Theatre; "Tongues of Flame."

April 11—Queen's Theatre; Miss D. O'Keefe's Pupils' Dancing Display, 5 p.m.
April 12—14—Queen's Theatre; "The Eagle of the Sea."

April 12—14—World Theatre; "Robin Hood."
April 12—14—Star Theatre; "Shipwrecked."

April 20—St. Peter's Club concert in St. John's Cathedral Hall. Sports.
April 7 & 9—Third extra race meeting of the H.K. Jockey Club, Happy Valley, 2.30 p.m.

April 8, 29—Fanning Hunt meet at Mai Po village, 7 a.m.
April 11—Fanning Hunt, Hunter's Arms, 2.45 p.m.

April 14, 21—Fanning Hunt Steeplechase, Sheung Shui station, 2.45 p.m.

April 15—Seventh extra race meeting of the International Race and Recreation Club of Macao, Ltd.

April 18—Steeplechase meeting, Souza's bungalow, 2.45 p.m.
April 21—St. Peter's Club first annual marathon race, 3 p.m.
April 22—Steeplechase Meeting at Mr. Pott's bungalow, 7 a.m.

April 28—Steeplechase Race Meeting at Kwanti.

Lammerts' Auction.
To-day—A valuable collection of postage stamps, 5.15 p.m.
Land Sale.
April 10—At P.W.D. Offices, one lot of Crown Land at Kowloon, 3 p.m.

Meetings.
April 11—Third annual meeting of Hong Kong Telephone Co., Ltd., at Exchange-bldg., Des Voeux-rd., Ctl., (2nd floor) noon.

April 12—Annual meeting of the Hong Kong & Shanghai Hotels, Ltd. at Exchange-bldg., Des Voeux-rd., Ctl., noon.

April 13—Yearly meeting of shareholders of the Hong Kong Realty & Trust Co., Ltd., Exchange-bldg., at noon.

April 14—General meeting of members of The Prince's Bldg. & Land Co., Ltd. (in liquidation), 6, Des Voeux-rd. Ctl., noon.

April 14—Sixth annual meeting of the Hong Kong Engineering & Construction Co., Ltd., St. George's-bldg., 11 a.m.

April 20—Annual meeting of members of the Victoria Recreation Club at Y.E.C., 6 p.m.

Miscellaneous.
To-day—Law and Commerce Society of University dinner, Lane Crawford's Restaurant, 8 p.m.
April 14—Diocesan Boys' School "at Home" from 8.30 to 8.30 p.m.

April 14—Eighteenth annual dinner of the Q.C.O.B. Assn. at Queen's College Hall, 8 p.m.

April 16—St. Peter's Club's last debate of the season. Subject: "That a Home Life is preferable to a Roaming Life."

April 17—Annual inspection of the Hong Kong Police, Murray parade ground.

April 27—Laying of foundation stone of new St. Stephen's-bldg. by H.E. the Governor, 8.30 p.m.

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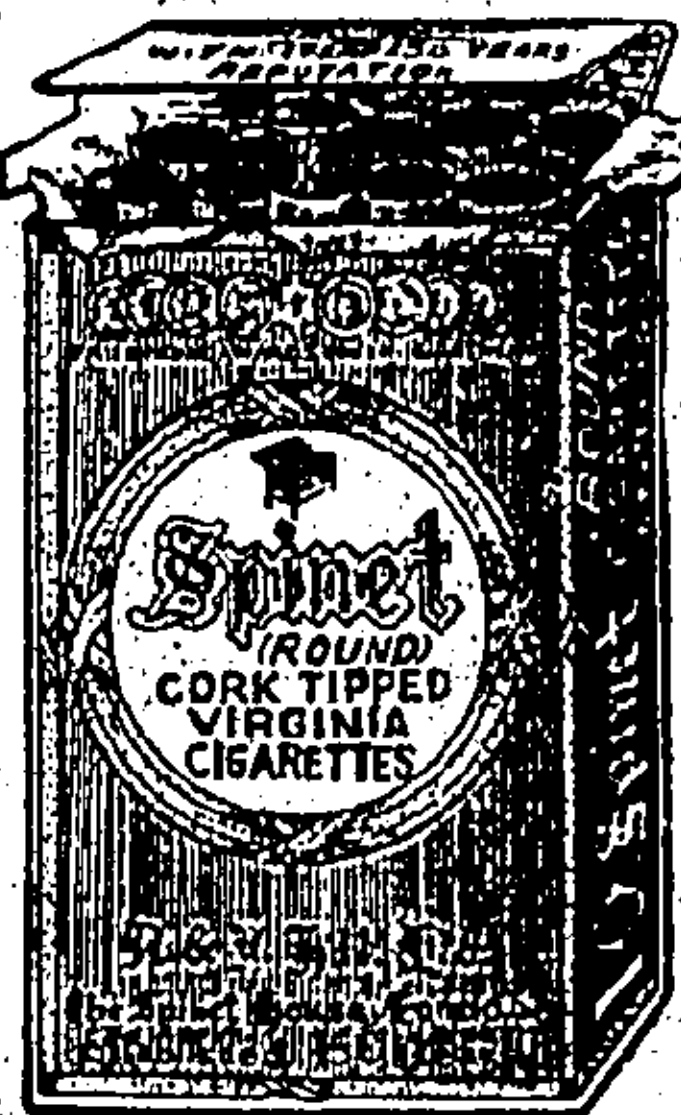
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LOCAL AND GENERAL SOCIAL AND PERSONAL.

The "China Mail" will not be published to-morrow, Good Friday, but will appear as usual, at mid-day on Saturday. The "Sunday Herald" will be published as usual on Easter Sunday. The "China Mail" will be published on Monday.

Mrs. R. E. Spurgeon of Hong Kong, with her family, has gone on a pleasure trip to the North. She sailed yesterday on the "President Cleveland."

Mr. J. A. Thompson and Mr. G. B. Enders, of the American Milk Products Co., left Hong Kong yesterday on the "President Cleveland" for Shanghai.

Mrs. H. M. Bristol, the wife of Admiral Bristol of the American Asiatic Fleet, left Hong Kong yesterday on the "President Cleveland" for Shanghai.

Mr. J. L. Knopp of the Hong Kong Excavation, Pile Driving & Construction Co., Ltd., has gone to Shanghai, sailing yesterday on the "President Cleveland."

Mr. D. Van Riemsdyk, a Government official at Padang, Sumatra, sailed from Hong Kong yesterday on the "President Cleveland" for Seattle. He is returning to Holland on furlough.

A Chinese was yesterday charged before Mr. W. Schofield, at the Kowloon Magistracy, for causing unnecessary suffering to a pig by carrying the animal in a crate in a vertical position. A fine of \$20 was imposed.

Mr. Hargreaves of No. 10, Humphreys-buildings, Kowloon, yesterday charged a Chinese with theft before Mr. W. Schofield at the Kowloon Magistracy. The accused was remanded in police custody until Saturday.

Mr. and Mrs. W. C. Stewart and Mr. and Mrs. H. E. Edwards, who are tourists from Australia, left Hong Kong yesterday on the "President Cleveland." They are going to Japan, whence they will cross the Pacific and the American continent, and then go to Europe.

A very successful and well-attended dance was held at the Central British School on Friday, March 30. An excellent programme of dance music was provided by Mr. C. Bond and his late Cafe Regent Band who offered their services free in aid of the School Games Fund.



Representative Frank R. Reid, of Illinois, who as chairman of the food control committee of the House of Representatives saw his bill on food control reported to the House. The bill is drastically different from the food plan prepared by Major General Jadin, chief of Army engineers.

After having been in charge of the Hong Kong office during the temporary absence of Mr. D. M. Biggar, Mr. Frick of the Equitable Eastern Banking Corporation has returned to Shanghai where he is manager. He sailed from Hong Kong yesterday on the "President Cleveland," accompanied by Mrs. Frick and family.

Among the passengers on the "President Cleveland," which left Hong Kong yesterday for Shanghai, Japan and Seattle were Mr. & Mrs. Lau Lim-yung, Dr. McWhirter, Mr. Pang Shu-ki, Dr. and Mrs. W. R. Morse, and Mr. Francisco Aragon, the Philippines lawn tennis champion.

The death took place yesterday of an old Hong Kong Government servant in the person of Mr. F. Q. R. Xavier. The deceased, who entered the service of the Government many years ago, was 68 years of age at the time of his death. Just prior to his retirement last year, Mr. Xavier was signalman at the Government signal station at the Peak. He leaves a widow and three grown-up sons. The funeral will take place this afternoon.

Commander Sugumura, Naval Attache at Shanghai, has arrived to assume his new post.

Mr. C. S. Carver, M.L.C., partner in the well-known Singapore legal firm of Messrs. Donaldson and Burkinshaw, is leaving that Colony shortly for good.

Cattle straying in the streets at night, and causing dangerous obstruction to traffic was the subject of a question asked at a recent meeting of the Singapore Municipal Commissioners.

Mr. J. M. Sandford having resigned on leaving Shanghai on Home leave, Mr. J. M. Mackinnon, of Messrs. Mackinnon, Mackenzie and Company, has been appointed Honorary Treasurer of St. Andrew's Society.



A new portrait study of Secretary of Commerce Herbert Hoover, taken in his office immediately after he had announced his candidacy for the Republican nomination for President of the United States.

"Three Live Ghosts," the sensational comedy with a London background which was to have been staged by the Wilbur Players this week, will now be presented at a matinee performance in the Star Theatre on Monday afternoon. Children will be admitted at half price.

A Czechoslovakian boy scout, Oldrich William Peska, is at present in Hong Kong on his way around the world on foot. He started on September 23, 1924, he says, from Chicago and, for a wager, has to complete the trip in five years. He has already visited Europe, Syria, Iraq, Persia, India, Burma and Siam, and is now off to Canada and the United States. He thinks he will have finished his walk in a total time of around four years. He carries with him an interesting scrap book which contains the autographs of Dr. Benes and Mahatma Gandhi among many others.

The "Daily Mail," writing of the enterprise of manufacturers as reflected at the British Industries Fair, mentions that a British perfumery firm a year or two ago sent small quantities of a cheap hair grease preparation to the Orient and were amazed when numerous repeat orders were received. Representatives found the grease was in abundant demand by Chinese and other coloured races, who used it to smear their faces and clothing before going courting. The trade now represents the largest section of perfumery exports from Britain.

Mr. J. B. Davies, acting United States District Attorney at Shanghai last week won his first day when J. Napoleon Hercules Bonaparte, diminutive Hawaiian seaman entered a plea of guilty on a charge of vagrancy before Judge Purdy, and was sentenced to serve 60 days in the American gaol. J. Napoleon didn't seem to mind and remarked to Mr. Thurston R. Porter, United States Marshal, that the local American gaol is one of the best he has ever visited. J. Napoleon even went so far as to praise the meals, but lamented the fact that the U.S. Government does not supply prisoners with cigarettes.

"Tons of Money," the next Shanghai A.D.C. production scheduled for April 13 and 14, promises to be a most amusing play. It is full of ridiculous situations which ought to be very capably handled by Miss Germaine Lemiere and Mr. Jack Dupuy in the parts originally played by Miss Yvonne Arnaud and Mr. Ralph Lynn. Miss Lemiere will be remembered for her excellent performance in "The Young Person in Pink," and should be admirably suited for her part in "Tons of Money," whilst Mr. Jack Dupuy, one of the most versatile of our younger actors, needs no introduction to Shanghai playgoers.—"N. C. D. News."

It had been hoped that the French opera company, who play throughout the winter in Saigon, would be able to give short seasons in Singapore and Kuala Lumpur on their way back to France. However, owing to illness of several members of the company, they are returning direct to Europe.

The engagement is announced and the wedding will take place shortly at Home of Mr. A. O. Marshall, of Borneo Motors, Ltd., Kuala Lumpur, and Miss Dorothy M. Worters, elder daughter of Mr. and Mrs. J. H. Worters, Chipstead, Surrey, and niece of Mrs. J. Lofnie.

A diorama that has just been finished for the Imperial Institute shows a Malayan house set against the white cliffs of a blue river and a bamboo bark laden with tin going down stream, while a polite crocodile swims out of its way. The companion pieces shows a creeping dredger at work on a pit which it has dug for itself.

Mr. Lellie, an American visitor, has been telling a "Daily Sketch" writer about his experience coming to London from Shanghai by the Trans-Siberian Express. What with changes and breakdowns, the journey took him a month. Food had to be got from wayside stations, and outside Irkutsk the engine wouldn't move, so the driver cut down trees to provide fuel.

There is a dearth of really fine Chinese porcelain in the art market now-a-days, but recently the modest "property of a lady," offered at Christie's a famille-verte square vase of the Kang-Hsi period, 19 in. high, enamelled with flowering plants, birds, and butterflies, with a dragon and butterflies on the neck, fetched 350 guineas, and a Chinese dark green jade koro fetched 160 guineas. At Sotheby's a sang-de-boeuf Ming vase was withdrawn from competition.

We hear that a Malay recently shot a tiger near the P.W.D. coolie lines at the 2nd mile, Temerloh-road, and that some coolies who declared that they had assisted in killing the animal conveyed the carcass to the Temerloh Police Station to claim the reward, to which the Malay also protested his right. The District Officer shrewdly ordered that the coolies should have the carcass and the Malay the reward.



Late snapshot of President Coolidge.

At a meeting of the Singapore Municipal Commissioners, during a discussion on the fresh milk supply, Municipal control was suggested but the Health Officer said he thought that unless Home regulations were introduced, which was not likely, nothing short of the abolition of the Bengali milk-seller would solve the question. The people handling milk in that Colony were not fit and never would be fit to do so, no matter how well educated.

The death occurred recently of Sir David Miller Barbour, K.C.M.G., K.C.S.I., an outstanding authority on matters of finance and currency, and of Major-General Sir Robert Bellow Adams, V.C., K.C.B., whose career in the Indian army was both long and distinguished. Sir Robert received his Victoria Cross for the rescue (with others) of Lieut. Greaves under heavy fire on the N.W. frontier in 1897. On Feb. 14 died Admiral John Robert Ebenezer Pattison, who entered the Navy in 1859 and went to sea on a wooden steam battleship. He attained flag rank in 1899, was promoted Vice-Admiral in 1904 and Admiral in 1908.

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Sport Columns

GOLFING TIMES.

ARRANGEMENTS FOR THE HOLIDAYS.

GOOD FRIDAY.

9.24 a.m.	Col. Bostock, Major Lynch.
9.28	E. D. Lawrence, C. Hoare Smith.
9.32	Major H. E. Beamish, Lt. G. MacDonald.
9.36	L. R. Andrews, I. H. Gears.
9.40	O. E. C. Marton, G. Davidson.
9.44	C. L. Sandes, E. Davidson.
9.48	S. A. Arthur, E. C. Frederick.
9.52	B. J. Lacom, E. A. Simon.
9.56	A. R. Cox, D. Hill.
10.00	F. Syme Thomson, W. K. Tait.
10.04	E. R. Hallifax, G. C. Moxon.
10.08	A. Leach, F. Cowherd.
10.12	T. L. Christie, J. Cameron.
10.16	J. W. C. Bonnar, A. D. Humphreys.
10.20	W. C. Clark, C. J. Waddell.
10.24	M. D. G. Hoare, F. H. Swayne.
10.28	H. Graves, G. H. Bell.
10.32	J. W. Franks, F. J. de Rome.
10.36	W. Beveridge, M. G. Mills.
10.40	E. P. Fletcher, J. H. Bottomley.
10.44	A. B. Purves, S. T. Butlin.
10.48	A. E. Lissaman, F. A. Redmond.
10.52	W. M. Lyons, M. H. Ivy.
10.56	T. D. E. Pendered, C. B. Johnson.
11.00	A. J. Frank, F. M. Ellis.
11.04	H. U. Ireland, H. Spicer.
11.08	G. Murray, A. H. Ferguson.
11.12	R. L. Stewart, J. H. M. Andrew.
11.16	C. L. Edwards, E. P. Streathfield.
11.20	R. H. Hollis, F. A. Merry.

Saturday.

9.24 a.m.	J. J. Meere, J. H. M. Andrew.
9.28	N. H. Prockter, J. Cameron.
9.32	D. J. Gilmore, K. S. Morrison.
9.36	A. Leach, A. D. Humphreys.
9.40	D. G. Bruce, L. R. Andrews.
9.44	T. C. Monaghan, A. B. Purves.
9.48	R. H. Hollis, F. A. Merry.
9.52	R. A. Green, J. H. Raikes.
9.56	T. D. E. Pendered, I. W. Shewan.
10.00	F. Fleming, R. Young.
10.04	R. K. Valentine, L. G. S. Dowdell.
10.08	A. Nicol, C. J. Waddell.
10.12	C. C. Stark, I. H. Gears.
10.16	C. A. M. Smith, C. B. Shann.
10.20	E. N. Monie, W. K. Tait.
10.24	R. M. Chaloner, H. Spicer.
10.28	A. B. Stewart, A. H. Ferguson.
10.32	E. C. Frederick, D. Forbes.
10.36	M. D. H. Hoare, R. L. Stewart.

Sunday.

9.24 a.m.	J. Coulthart, E. Stone.
9.28	R. A. Green, N. H. Prockter.
9.32	J. D. H. Crawford, F. A. Merry.
9.36	A. R. Cox, D. M. Goodall.
9.40	H. U. Ireland, A. B. Purves.
9.44	S. A. Arthur, E. C. Frederick.
9.48	H. G. Hegarty, C. B. Johnson.
9.52	R. L. Stewart, W. C. Clark.
9.56	S. S. Strahan, W. N. Fleming.
10.00	F. H. Swayne, E. P. Streathfield.
10.04	E. R. Hallifax, Major Lynch.
10.08	D. J. Gilmore, H. A. Lamert.
10.12	E. des Voex, L. R. Andrews.
10.16	A. Humphreys, G. E. Ellams.
10.20	W. D. Brown, R. M. Finlayson.
10.24	A. G. Coppin, G. H. Bell.
10.28	Major Beamish, W. K. Dunscombe.
10.32	G. Murray, H. F. Bloxham.
10.36	S. T. Butlin, C. J. Waddell.
10.40	H. Rogers, G. Hoare Smith.
10.44	B. J. Lacom, E. Abraham.
10.48	T. L. Christie, J. M. Norrie.
10.52	C. B. Riggs, H. Spicer.
10.56	A. Leach, A. E. Lissaman.

LOCAL SOCCER.

MALAYA CHINESE TOURISTS PLAY A DRAW.

HOLIDAY PROGRAMME.

Owing to the "Hermes" seaplane disaster, the Royal Navy did not meet the Malaya Chinese soccer tourists yesterday and the Chinese Athletic Association filled the breach, playing two reserves. The match was played on the H.K.F.C. ground and ended in a draw, each side scoring once. Tao Kwai-shing put the local team ahead early but Wah Chen equalised before half-time.

The visitors have gone to Canton.

IN THE LEAGUE.

2nd Scots Guards Defeat Recreio.

On their own ground at King's Park yesterday, Club de Recreio lost to the 2nd Batt. Scots Guards in division 1 of the league by the three goals to nil. Teams:—

2nd Scots Guards:—Jackson, Hurst, Johnstone, Greig, Scott, Brattley, Barbour, Aird, Carswell, Peak, Chapman.

Recreio:—Fernandez, Ogley, Sousa, Assumpcao, Remedios, Carvalho, B. Gosano, Xavier, Oliveira, Rocha, Pinna.

Referee: Mr. Baldwin.

Carswell scored once in each half. In between these two goals, Chapman found the mark, also in the second half.

The following match will take place on Good Friday, at the H.K.F.C. ground, Happy Valley, kick-off 4.30 p.m.:—Chinese v. The Army. Referee: Mr. Barber.

Linesmen: Messrs. Willis & Cowan.

The winners of the match will play the Civilians (who beat the Royal Navy in the last minute of extra time on March 24) on Easter Monday in the final at the Club ground, kick-off, 4.30 p.m.

To-morrow's match should be a great attraction, with the Army playing a very strong game at present and China (i.e. Chinese Athletic) back in their old match winning form, the issue should be very open. There will be a huge attendance and the winners will meet the following Civilian side on Monday which, it will be noticed, has not been altered. The Civilian side selected is:—

Clark (Police); Sherry (Police); Bishop (H.K.F.C.); Hedley (Kowloon F.C.); McKelvie (Kowloon F.C.); captain, McGreavy (Police); Pile (Police); Howarth (Police); Gosano (Recreio); Rocha (Recreio); Cornwall (Police).

Reserves: Wheeler (Kowloon F.C.); Stewart (H.K.F.C.); McBride (H.K.F.C.).

Sandwiched in between these fine games in the Lai Wah Cup are the two Shield finals on Saturday, on the Club ground, times officials being as follow:—

Junior:—Chinese Athletic Reserves v. St. Joseph's College, kick-off 2.30 p.m. Referee: Mr. Baldwin. Linesmen: Messrs. Mackie and Stokes.

Senior:—Kowloon F.C. v. Police, kick-off 4.30 p.m. Referee: Mr. Smith. Linesmen: Messrs. Gilbert and Barber.

Extra time will be played in all matches in these cup competitions if necessary.

For the Lai Wah Cup final on the H.K.F.C. ground at 4.30 p.m. on Monday, the officials are:— Referee: Mr. Barber. Linesmen: Messrs. Gilbert and Smith.

The following have been selected to represent the Kowloon Football Club in the senior Shield final v. Police on Saturday:—

Angus; Wheeler, Dodson; Hedley, Sims, McKelvie; Duncan, Tiernan, Kernick, Muir, Miles.

Reserves:—Guest, Vickers.

RUNNERS-UP.

Balance Of Senior League Fixtures.

The balance of fixtures in the Senior League, on which hang the runners-up issue (Chinese Athletic having won the championship) are as follow:—

April 11, at 5 p.m. South China v. Kowloon—Caroline Hill. Referee: Staff Sgt. Gilbert.

April 14, at 5 p.m. Police v. H.K.F.C.—Club ground. Referee: Capt. A. W. Austin.

Kowloon v. Chinese Athletic—Kowloon ground. Referee: Mr. F. Smith.

K.O.S.B. v. Recreio—Sookumpoo. Referee: Mr. Willis.

(Continued at foot of next Column.)

LOCAL BASEBALL.

AFFAIRS DISCUSSED AT MEETING.

A JUNIOR LEAGUE.

The formation of a Junior Baseball League was decided upon at the annual meeting of the Hong Kong Baseball Association which took place at the American Consulate yesterday afternoon.

The representatives of the following clubs attended:—South China Club, Filipino Club, Hong Kong Americans and Nippon Club. No one attended for the Club de Recreio.

With regard to the new junior League, entrance fee for each team was fixed at \$25, and Mr. R. Shim was appointed to take charge of this division. Entrants in the Junior League are to have no voice at the Association's meetings.

Mr. Shim suggested the appointment of a publicity representative who was not connected with the Press. He expressed dissatisfaction with regard to previous arrangements. The question of better accommodation for pressmen at the games was also brought up, and it was agreed that last season's arrangements were not satisfactory. Better facilities were promised for this season.

Shorter Season.

The Secretary's report stated that all that everything appeared to have ended well with the Association last year except the matter of finance. The League season had been shorter owing to the difficulty of securing a playing pitch. For the coming season, the Recreation Grounds Committee have allotted to the Association area "J" at Happy Valley from April 16 to September 15 to be used every day.

In view of a number of protests from the interpretation of rules and regulations last season, the Association has appointed a committee to revise the articles and bye-laws.

Visitors' Thanks.

Reference was made of the South China Athletic Association entering the "Dragons" and the "Tigers" in the League last year, and the former team upheld the S.C.A.A.'s leadership by securing the fourth win in succession for the Club. The visit of the Honolulu team was also referred to, and credit was given to the S.C.A.A. for their effort which brought the visitors here.

Thanks to the Association were received from Lieut. C. A. Swafford of the U.S.S. "Pittsburgh" for the games arranged during the American Fleet's recent visit.

The new officers of the Association were elected as follows:— Hon. Patrons, His Excellency the Governor, and the American Consul of Hong Kong.

President, Mr. J. Muccio; Vice-President, Mr. W. Logan; Secretary, Mr. Hin Wong; Treasurer and Publicity Agent, Mr. M. B. Keenahan.

ARMY ROWING.

FIVE UNITS COMPETE FOR "BROWN" CUP.

SECONDS' DEAD HEAT.

The race for the "Brown" Cup open to rowing teams from the Garrison, was held yesterday. A prize was also presented to the crew finishing second.

The course was from Channel Rocks to the Royal Hong Kong Yacht Club. Results:—

"Brown" Cup:—20th Heavy Battery Royal Artillery won by three lengths; "B" Company, 2nd Batt. King's Own Scottish Borderers, second; 12th Heavy Battery R.A., third; also competed:—"A" Company 2nd K.O.S.B. and Royal Engineers & Royal Corps of Signals.

2nd Crews (Ah King's challenge cup):—20th Heavy Battery R.A. and 12th Heavy Battery R.A., dead heat, first; R.E. & R.C.S. third; also competed:—"A" Co. 2nd K.O.S.B. and "B" Co. 2nd K.O.S.B.

Officials:—Judge, Mr. R. M. Jack (rowing captain, R.H.K.Y.C.), starter and umpire, Lt.-Com. O. C. G. Leveson-Gower, R.N.

In the absence of H.E. the G.O.C. (Major-General C. C. Luard), Mr. A. L. Shields (Commodore of the R.H.K.Y.C.) presented the prizes.

There will be a paper chase at 3.15 p.m. to-morrow for the Fanling Hunt.

April 18, at 5 p.m. H.K.F.C. v. Recreio—Club ground. Referee: Mr. Barber.

R.A. v. Chinese Athletic—Sookumpoo. Referee: Mr. Smith.

April 21, at 5 p.m. Queen's v. Chinese Athletic—Sookumpoo. Referee: Mr. Baldwin.

Recreio v. Police—Recreio ground. Referee: Staff Sgt. Gilbert.

April 25, at 5 p.m. Chinese Athletic v. Kowloon—Club ground. Referee: Mr. Barber.

VINCENT RICHARDS.

HIS TENNIS PLANS BLOCKED.

OPEN TOURNAMENT.

New York.—The United States Lawn Tennis Association has thwarted Vincent Richards' plan to produce an open tennis tournament for revenue only on some indoor courts at the new Garden, and, in doing so, the association undoubtedly has done the first act of kindness it ever performed for young Mr. Richards.

Prof. James De Forrest, the elderly trainer of pugilists, once remarked about prize fights between great defensive boxers that he would just as soon watch a man read a book, and general public interest in tennis is just about as intense as that. So if young Mr. Richards were to obtain the sanction of the lawn tennis association and undertake to promote tennis tournaments involving the few noteworthy professionals and the high ranking amateurs, he soon would lose back all the money he made as a professional under the direction of Mr. C. C. Pyle.

It probably will gall the lawn tennis association to learn that in this particular effort to thwart and make a mugg of young Mr. Richards it has done him a valuable service, but it is even so.

Just why the association should desire to make a mugg of him is not apparent to all, but the fact remains that both the association and Mr. Richards have been endeavouring to make mugs of one another for some time and, apparently, with some reason.

Tennis tournaments never have constituted a great popular attraction, even at Forest Hills, L. I., where the stadium, the largest tennis amphitheatre in this country, can accommodate about 15,000 customers. I believe the Wimbledon tournaments draw more patronage and this may be due solely to a more general interest in tennis as a show on the part of the Londoners, but the fact that members of the royal family occasionally drop in to have a dish of tea and pat their palms together at some break in the quiet afternoon drowse probably attracts quite a few shillings.

But for the certain intervention of the Honourable William Hale Thompson to prevent the profanation of American soil, it might be worth while to offer inducements to some otherwise unemployed member of the royal family to come to Forest Hills and lend the royal presence as a stimulant to the box office business.

This would not be an unprecedented thing to do because it was done a few years ago when Mr. James J. Johnston, then engaged in promoting the second of the Leonard-Tender fights, cabled an invitation to the Prince of Wales to sit at the ringside and bring his suite.

In order to make the invitation more compelling Mr. Johnston indulged in a large amount of wordage at a shilling a word, assuring His Royal Highness that the Cromwell A. C. would be pleased to pay the steamship fares, first class, of the entire party both ways, and make them an expense allowance of \$10 per day per head for meals.

In fact, in the lavishness of his hospitality, Mr. Johnston forgot just one thing. He forgot to prepay the cablegram, so the tolls, amounting to some \$31, bounced back at the American embassy in London a few weeks later, the prince having no mind to encourage promiscuous invitations cabled collect lest this sort of hospitality become general and consume the contents of the privy purse.

However, his royal highness did cable his declination to Mr. Johnston, and catching the spirit of the occasion, sent the declination collect.

Tennis is not a game at which the common customer can yell. The only outburst permitted is the glare, and even that is restricted to the players. In fact, only the other day Mr. Tilden had to make quite a hot speech at the Chicago meeting of the association, defending the players' right to glare when vexed or even this emotional outlet would have been stopped.

I don't believe the American type of customer ever will become enthusiastic about any game at which he will be given three warnings, the first one consisting of a polite "tat-tat," the second a less polite "shush," and the third and final warning a withering "silence, please," before being told that he is a common mucker and no gentleman, merely because he wishes to yell.

Mr. Richards may have lost caste, but he has saved money.

The undermentioned will represent the Hong Kong Electric Recreation Club in a league cricket match against the Civil Service C.C. 2nd XI. on the latter's ground at 2 p.m. on Saturday:—H. F. Akehurst, L. de Rome, J. C. Dunbar, C. E. Gahagan, W. H. N. Murdoch, G. Murray, W. B. Muskett, F. Norington, A. F. Paul, S. J. Stanesby and J. R. Way (captain). Re-serves: S. Deacon, J. F. Munsey.

LAWN TENNIS.

ANNUAL TOURNAMENT AT H.K.C.C.

YESTERDAY'S MATCHES.

Comparatively easy victories were gained in the open championship events yesterday at the Hong Kong Cricket Club's annual tournament, when there was a large attendance.

Ng Sze-kwong in the singles, and Tottenham and Hancock in the doubles, were seen to advantage. The majority of matches in the handicap events were hotly contested and the scores are a tribute to the handicappers.

The Results.

Open Singles (3rd round):—Ng Sze-kwong beat J. M. da Silva 6-8, 6-1, 2-6, 7-5; H. Yoshida beat A. H. Crook 6-4, 6-2, 6-1.

Open Doubles (2nd round):—R. Hancock and Dr. R. E. Tottenham beat S. A. Hussain and S. S. Hussain 6-1, 6-2, 6-1; T. Honda and T. Akiyama received a walk-over from Chan So and Ho Wai-hing.

Handicap Singles "A":—F. D. Fiddes Wilson (rec. 5/6) beat O. C. Womack (rec. 5/6) 9-7, 8-6.

Handicap Singles "B":—H. V. Parker (rec. 15) beat A. C. Howell (rec. 1/6) 6-3, 6-1; T. G. Bennett (rec. 1/6) beat J. Wilkie (rec. 5/6) 7-5, 7-6.

Mixed Doubles:—Mrs. C. P. F. James and A. D. Humphreys (owe 15/3) beat Mr. and Mrs. Grove 5-7, 6-1, 9-7.

To-day's Fixtures.

Open Singles:—Major W. B. Stevenson v. Very Rev. A. Swann. Handicap Singles "A":—Lt.-Col. F. J. Wyatt (owe 15) v. Rev. F. P. W. Alexander (owe 3/6).

Handicap Singles "B":—J. Barrow (owe 15) v. Lt. R. P. Lonsdale (owe 15).

Handicap Doubles:—W. B. Cornaby and A. Piercy (rec. 2/6) v. W. A. Nowers and E. D. Lawrence (owe 5/6); Dr. G. E. Aubrey and G. W. Sewell (owe 3/6) v. S. E. Green and D. S. Green (owe 15).

RACE MEETING.

The first race on each day (Saturday and Monday) at the Jockey Club's third extra meeting, Happy Valley, will be at 2.30 p.m. and the first saddling bell at 2 p.m. There are nine events each day.

The Shanghai Visitors' Cup, among other events, will be competed for during the holidays on the Royal Hong Kong Golf Club's course at Fanling.

SNATCHED HER BAG.

Miss Rosie Finer of No. 317 Nathan-road, Kowloon, was the victim of a sneak thief yesterday afternoon. The lady was walking in Nathan-road on her way home when the thief approached her from behind and snatched from her hand a leather handbag which contained \$5 in money and other articles. He made good his escape.



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BUICK.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.

CADILLAC.—Hongkong Hotel Garage, Queen's Road. C.4759.

CHEVROLET.—Hongkong Hotel Garage, Queen's Road. C.4759.

CHRYSLER.—A. Lung & Co., 19, Queen's Road, C. Tel. C. 1219.

MORRIS.—Hongkong Hotel Garage, Queen's Road. C.4759.

OAKLAND.—A. Lung & Co., 19, Queen's Rd., C. Tel. C.1219.

OLDSMOBILE.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.

PACKARD.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.

PONTIAC.—A. Lung & Co., 19, Queen's Road, C. Tel. C. 1219.

ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road. C.4759.

SINGER.—Gilman & Co., 4a, Des Vœux Road Central.

STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. C.4759.

WHIPPET.—Gilman & Co., 4a, Des Vœux Rd., C.

WILLIS-KNIGHT.—Gilman & Co., 4a, Des Vœux Road Central.

MOTOR TRUCKS AND TRACTORS.

CHEVROLET.—Hongkong Hotel Garage, Queen's Road. C.4759.

G.M.C.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.

MORRIS.—Hongkong Hotel Garage, Queen's Road. C.4759.

STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. C.4759.

MOTOR CYCLES.

B. S. A.—The Sincere Co., Ltd., Des Vœux Road. C.1067.

ROYAL ENFIELD.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.

TYRES AND ACCESSORIES.

ACCESSORIES.—Hong Kong Hotel Garage, Queen's Road. C.4759.

ACCESSORIES.—The Duro Motor Co., Nathan Road, Kowloon. K.226.

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COLUMBIA BATTERIES.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.

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BURIED DEEP.

REMARKABLE PACKARD
PROPELLER.

MAKER'S CLAIM.

Under 30 feet of salt water, buried in the sea weed somewhere under the surface of Manhasset Bay, L. I., lies what probably was the most expensive racing motor boat propeller ever built and certainly the most interesting.

It was the answer to a challenge of the statement that a modern American automobile plant can make anything that can be manufactured from a paper of pins to a bride's trousseau or a locomotive. The assertion was made first to machine tool manufacturers.

The Packard Motor Car Company had wanted a machine which would grind all of the cylinders of either an eight or six cylinder car motor at one time and make each cylinder exactly the same as any of the others in the same block. Universal practice then was to grind each cylinder separately, leaving to the skill of the operator of the machine and the alertness of the inspector the question of exact uniformity. It was recognized that mechanical exactness would, if it could be obtained, eliminate human error and it also was appreciated that if the cylinders could be held precisely alike a smoother running motor would result.

Machine tool manufacturers, called into consultation, dismissed the suggestion as an impossibility. They agreed that such a machine would do all that was suggested for it and that in addition it probably would considerably reduce costs. Packard then was seeking to make its cars available to a greatly increased number of people and at the same time improve them. The added reply of the machine tool manufacturers fired E. F. Roberts, Vice-President of manufacturing, and his organization to action.

"We will design and build a machine that can do the trick ourselves," said Roberts. "If Locher, Brown, Crane, Louie Roberts, Christensen and a few more around here are stumped by a gadget like that it will be the first time we ever heard 'it can't be done' chorused at least."

After the automatic cylinder grinding machine was operating and after the device for automatically trimming all eight grinding wheels with eight five karat diamonds had been shown to hold the bores so exactly alike there was no measurable difference and five a glass-smooth finish, Roberts made his boast. "We can make anything from a paper of pins to a bride's trousseau or a locomotive."

Col. J. G. Vincent, Vice-President of Engineering of the Packard Company had forgotten the boast of his fellow Vice-President when he was literally hunting the world over for a new propeller for his racing motor boats with which he had won the famous Gold Cup and equally famous 150-mile Detroit sweepstakes races.

It was found that a bronze propeller thrashing around 4,000 revolutions per minute as it drove a boat 150 miles at 50 miles an hour was pitted and gouged by the water as though a hammer and chisel had been taken to it. As the propeller wore down speed decreased until at the end of a 150-mile race a boat would be going 10 miles an hour slower than at the start. Col. Vincent conceived the idea that if a propeller could be made as hard as the transmission gear of the car he designs it would stand up indefinitely.

Propeller manufacturers agreed that the theory was correct. But they added that a boat propeller could not be made of five per cent. nickel steel, the material used for Packard transmission gears. They drew attention to the difficulty, because of its shape and the accuracy necessary for perfect balance, of making a racing propeller even when bronze was used. The opinion of the manufacturers interviewed was unanimous.

Roberts' boast was recalled to Col. Vincent in jest and at once the challenge was issued. Three weeks were given for the task. In that time special tools were designed and built and the five per cent. nickel steel drove the Colonel's Packard Chrysler to victory and a new world's speed record for any kind of water craft. Later Col. Vincent was invited

ILL-FATED EFFORT.

ATTEMPT TO SPAN THE
ATLANTIC.

PACKARD ENGINE.

Graphic description of the end of the ill-fated German attempt to span the Atlantic by air from east to west is given by Fred W. Rhode, mechanic on the Heinkel plane which crashed at Horta, Azores. In a letter to the Packard Motor Car Company, by which concern he formerly was employed, Rhode told of the battle he and his two companions had for their lives when their plane was dashed, a complete wreck, into the sea.

Rhode installed a Packard 800 horsepower engine in the Heinkel D-1220 plane in Germany. "Before installation," he wrote, "the motor was exhibited at the German Experimental Laboratory for Aircraft. It aroused very great interest, particularly among the German engineers."

"I installed engine in the Heinkel hydromonoplane D-1220. We had a trial flight of one and one-half hours the first day. The second day we started for a record flight with 1000 kg. useful weight. Through some misunderstanding, we stayed a few minutes less in the air than necessary to break the world record. Ten hours, 43 minutes, 32 seconds was our time. We needed 15 more minutes which we could have done very easily."

"On October 12 we started from Warnemünde—New York—as our aim. The motor behaved as it should on the first lap which took us to Amsterdam. From Amsterdam we went to Vigo, Spain and then to Lisbon, Portugal. After being lost in the fog we reached Horta in nine hours, 23 minutes. The motor didn't miss once, even when we went through the fog and later through rain."

"Well, after eight days of waiting in Horta we were to start for Harbour Grace, Newfoundland. In order to get there by daylight we had to start at night. We did it but that was the end of our trip and we thank the Lord we are safe."

"The sea was quiet and smooth but there were high swells we didn't see. We started three times. The third time we were at about a speed of 100 miles an hour. We were about to emerge from the water as we were caught by a high swell and made a salto, putting us with our closed cabin three yards under water in a second. Our floaters (pontoon) as well as the left wing went into a million pieces. I happened to be near a window. I opened the window while crashing. The pilot bumped his head and chest was for a few seconds unconscious. I pulled him with me to the surface while Mr. Bobb nearly drowned trying to get through a small window. After we were out we noticed we were swimming in gasoline. A terrible feeling. This all happened two miles off-shore on the open Atlantic. Our plane was sinking and we could hardly swim on account of the heavy clothes."

"Well, help reached us in time and the rest of the plane was pulled into the harbour where the same sank after our arrival. The plane is totally damaged and of course not repairable. Everything is broken. I disassembled the motor a few days later and found him all right. Mr. Merz, the pilot, told me himself he was very much satisfied with the Packard motor and will try to have Packards for his future trips."

by Caleb Bragg, millionaire New York sportsman, to drive his Packard-engined Baby Bootlegger in the Gold Cup race on Manhasset Bay. Col. Vincent took the prized propeller with him to Port Washington, scene of the race, and installed it on Bragg's speedster. He made a runaway out of the first heat and was well out in front in the second heat with the race practically conceded to him. Suddenly the "Bootlegger" sheered on the top of a wave from another boat it was passing and, leaping into the air, crashed down so heavily as to tear both the propeller and shaft completely out of the boat. Col. Vincent lost the race but, to him of even more importance, he lost the propeller.

Divers several times since have made ineffectual efforts to find the only existing five per cent. nickel steel motor boat wheel.

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NEW DESIGNS.

WHAT PACKARD COMPANY ARE DOING.

CONTINUAL SEARCH.

There has been considerable discussion recently of somewhat radical departures from conventional designs seen frequently in Europe. The public here does not realise that American motor car builders are reaching out continuously for new things and are making cars just as radical or even more so than anything found in Europe, says Col. J. G. Vincent, of the Packard Motor Car Company (Dragon Motor Car Co., local agents).

The difference is that in Europe the public tries out the new things while here they do not go beyond our experimental laboratories or proving grounds until they have been most thoroughly tested.

The European engineer, not being tied down by any production restrictions, has a tendency to jump around and try out everything in sight. It is perfectly true that the testing out of miscellaneous types of construction is necessary to bring about development. The same work, however, is being done in this country but very little of it goes beyond the experimental room door.

Making Sure.

In America we have to be very sure that the design is safe before we release it to the public. It is an interesting fact that in Europe many companies show experimental cars year after year which they make no effort to put into production. That kind of procedure in this country would be fatal for an automobile company.

Many of the things which have been brought out in Europe this year and which have been much acclaimed there never would be accepted here because of their complicated natures. America insists upon cars that are just as simple as they can be made. People in the United States more and more are taking the mechanical parts of their cars for granted. They are beginning to understand also that simplicity of design keeps their cars out of the service station, cutting down service bills and reducing the time they must forgo having their automobile transportation instantly available.

Complicated Mechanism.

Complicated things are easy to design and build and particularly so with motor cars. The really hard task is the designing and building of simplicity into so inherently a complicated piece of mechanism as a motor car. When an American automotive engineer is faced with the problem of making one piece do the work two formerly performed in an engine and do it far better, he has a task which is at least as difficult as making two blades of grass grow where only one existed before.

The very best minds of America in practically every known mechanical and electrical science are being called into the service of reducing to the ultimate minimum mechanical complications for the American motorist. We are even going into the radio field for aid and, for the aesthetic side of automobile design, we are calling upon the best in American art.

Public Uninformed.

Perhaps it is unfortunate that the public here cannot have a complete knowledge of the daily work of the automobile engineer in its behalf. However that same public (Continued at foot of next Column.)

THE NEW KNIGHT.

CAR OFFERS UNUSUAL FEATURES.

JUST SHOWN.

The new Willys-Knight Standard Six Coach is an important addition to the 1928 group of the new Knight engine cars which are being presented this year. Judging from the interest being displayed in this new 6-passenger model, it bids fair to become one of the most popular of this line of cars which is the lowest priced line of Willys-Knight six cylinder cars ever introduced.

This two-door model is distinctively individual in the Standard Six price class, embodying all the exclusive features usually found only in cars selling in a higher price range.

The new Willys-Knight Standard Six Coach has smart dashing body lines, an exterior colour combination that bespeaks richness and interior appointments which carry out a quality tone that is noticeable throughout.

The body is carried close to the ground giving a touch of raciness to the model and at the same time providing unusual roadability because of the low centre of gravity.

This new model is marked by unusually wide doors which provide easy entrance and exit. Generous seating and leg room is afforded five passengers, two in front individual seats and three in the rear compartment. The front seats tilt forward to provide easy access to the rear seat.

Comfort in the seats is a noticeable feature, the contour of the back rests being such as to provide the utmost restfulness for driver and passengers.

The dimmer arrangement is controlled by a switch conveniently located at the driver's left foot. A non-splinterable steering wheel also adds an element of safety. This patented wheel is comprised of a steel centre with a hard rubber outer rim, furnishing a sure grip for the driver.

The two-tone colour combination of the Coach presents a richness seldom found in cars in the Willys-Knight Standard Six price class, matching perfectly with the mohair and velvet upholstery. The remote door controls and the well balanced group of instruments on the decorative panel also are features stressed by Willys-Overland, makers of this new line of Knight engine vehicles. The windshield is one-piece, of the full ventilating type. Additional ventilation is furnished from the front by means of a wide cowl ventilator.

Like the other cars of this new line the Coach is powered by a Willys-Knight six-cylinder double sleeve engine (developing 45 horsepower at its point of maximum efficiency—varies in various countries). Tests have proved the high efficiency of this sleeve-valve engine. It has shown remarkable ability to maintain a high rate of speed mile after mile and its power on the hills over which it has been tested has led Willys-Overland engineers to declare that it sets a new high standard performance which would do credit to a car selling in a higher price field.

He never would forgive the American engineer if he gave it a transmission, for instance, like one recently widely heralded in Europe. So complicated none but an engineer can understand it that transmission would spell the professional death knell of its designer just as soon as the first one was presented for the first time to the average garage mechanic for adjustment or repair.

I firmly believe that every good feature which is started in Europe, or any where else, will finally be incorporated in the American automobile. They will not, however, be adopted here until such time as they are thoroughly proved and simplified to the point where they are practical.

The Acid Test.

The acid test is being given in this country continuously to every new automobile feature developed anywhere. The American engineer deems himself extremely lucky if he can find just one new practical thing out of each score or more that he tries. While he is reaching out, however, he is not asking the public to do any of his testing. His own laboratories and proving grounds are doing that job. The nineteen out of twenty new things which fail to measure up under the hammer of the wreckers and are reduced to scrap without the public ever having even seen them.

I believe there is a keen appreciation of this system even in Europe. Supporting this may be the fact that the business of exporting American-made automobiles is growing tremendously. We ourselves are enjoying the best export business we ever had in direct competition with the best Europe has to offer.

THE CAR OF TO-DAY.

AUTOMOBILE MANUFACTURERS' RESEARCH.

MANY TESTS.

How will the motor car of to-day act under different conditions? That's the question that is discovered on the 1245 acre tract just outside of Detroit which belongs to the General Motors Corporation and which is known as their Proving Ground.

There, all different makes of cars are put through every imaginable kind of test from the most gruelling to the most ordinary, and all results are carefully checked up and tabulated.

It is the modern way of research for the automobile manufacturer. The former method and the one still in use by a large percentage of manufacturers is the road test—testing cars out on the highway or on race tracks. It is not as satisfactory or as thorough as those gone through on the Proving Ground.

A large corps of engineers are busily engaged in an effort to determine just how cars react to different conditions and different treatment. Certain parts of a car wear after being subjected to various tests. How can mechanical details be bettered? How can wind resistance be cut down? How can this and that be improved upon so that the automobile can be constantly made better?

These are the problems that the engineers endeavour to solve and the Proving Ground is their laboratory. Here with delicate instruments they check up on every detail.

On this large tract of ground there is practically everything to test the stamina and endurance of a car. Small grades, steep grades, medium-sized grades, a banked speedway for testing high speeds, hairpin curves, mud holes, water baths, concrete roads, unimproved dirt roads, tarvin roads, gravel roads, deep sand roads, skidding pads—everything that a car is liable to meet under any conditions.

And here on all these different kinds of roads will be seen cars flashing past constantly every day of the year—all intent on proving exactly what every car owner argues about, namely, how fast a car will accelerate, what causes wheels to shimmy, how much gas and oil are consumed per mile, how fast a car will go, whether four wheel brakes will stop skidding, ability for hill climbing, etc.

As soon as a car arrives at the Proving Ground, it is measured throughout and every specification is jotted down. The success of the Proving Ground demands that nothing be taken for granted; so although certain make cars are claimed to have a definite bore and stroke, wheelbase, etc., engineers measure everything to know the figures on the rear axle ratio, what the exact dimensions of each bearing are, just what the turning radius is, the head room—all of this by actual measurement.

After all this has been done and tabulated the car is sent out to be driven for 2,000 miles at the specified rates of speed so that it may be broken in for the severe tests that come later on. It often seems irritating to the owner of a new car to keep it down to the speed specified for a certain distance by the factory, yet here at the Proving Ground the same rule is strictly observed.

At 2,000 miles the car is taken to the shops and tuned up for its first tests. Here it goes through the regular procedure or overhauling that any dealer gives a car after it is broken in—bolts are tightened all over, carbon removed, valves ground, brakes examined, lubrication checked, etc.

Now come the tests that determine the stamina of any car. As has been stated before, there are about 150-odd tests but some of the main ones are acceleration in low and intermediate gear; acceleration from 10 to 25 miles per hour in seconds; acceleration from 10 to 35 miles per hour in seconds; maximum speed for flexibility; maximum speed; hill climb; 11.65 per cent. grade, with 450-pound load, starting in high gear at 10 miles per hour—20 miles per hour—30 miles per hour; fuel economy at 10 miles per hour, 15, 20, 25, 30, 35, 40, 45, 50 and 55; vibration and noise at driver's and passenger's seats at various speeds; steering effort; cold weather starting; carburettor mixture temperature; distance stop; clutch pedal pressure to throw out to hold in; time to change tyres with the car tools; time to grease and oil the car; time to wash and polish the car; fuel consumption on endurance runs; overall cost of operation per mile of test; ventilation and humidity inside of car at various speeds; area of clear vision; angle of clear vision; and light reflection at driver's seat.

Measure Value by the New Chrysler 52

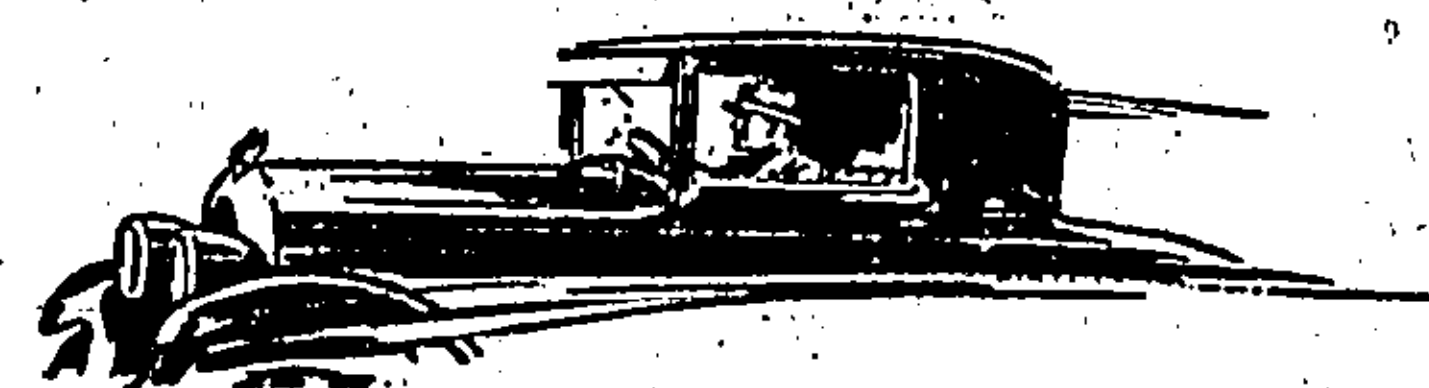
The New Chrysler "52" owner best knows the utmost in motor car value—judged by performance, comfort and luxury.

For he has daily experience of its smooth, unfailing speed and typical Chrysler acceleration and low fuel consumption.

He rides in substantial wood and steel bodies of full size for adult passengers, on saddle spring seat cushions.

His Chrysler "52" has richer fittings and equipment, upholstery of finer texture and colour harmonies so much more striking.

Let the New Chrysler "52" be your measure of value in this price field. Inspect carefully its body features. Then test its performance by actual riding and driving. You, too, will then choose the New Chrysler "52."



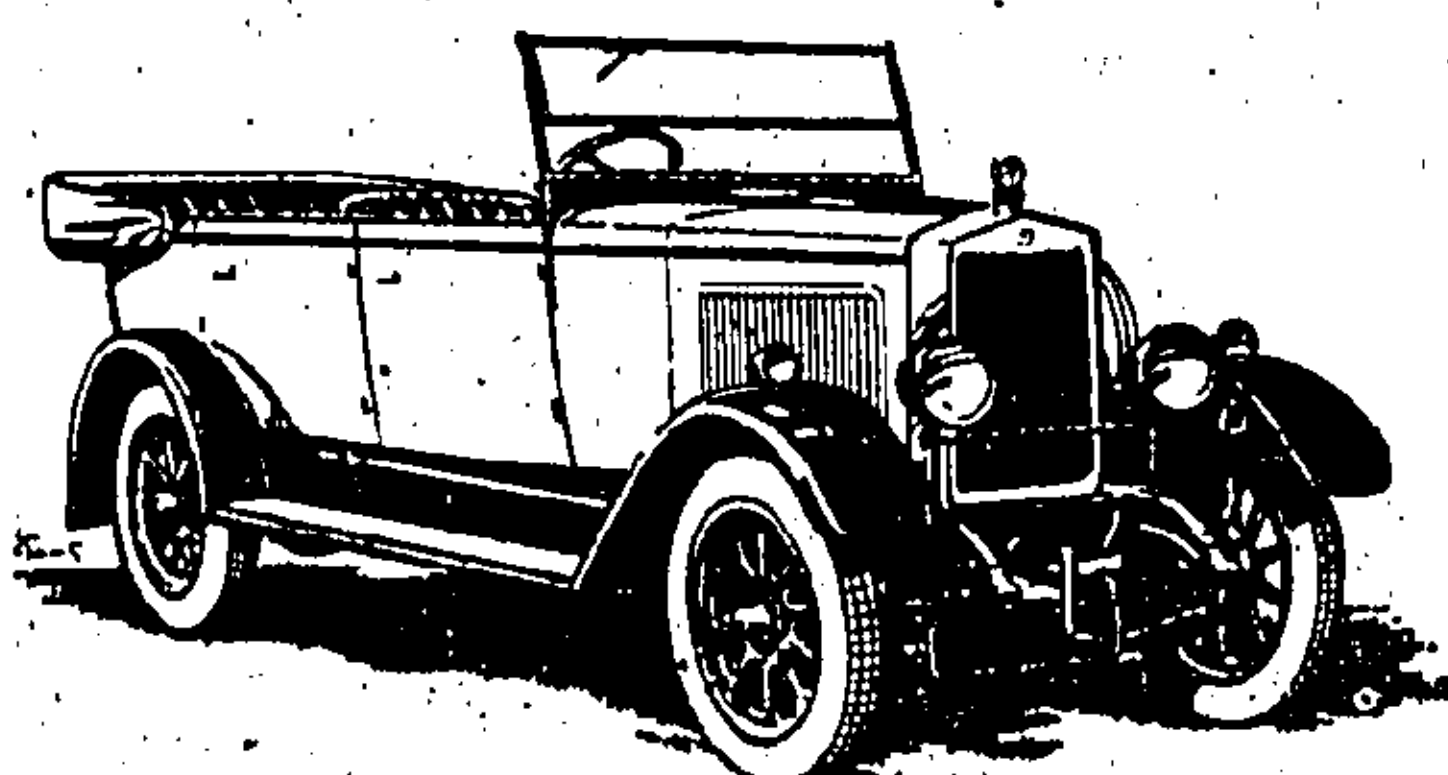
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48" TRACK—105" WHEELBASE.			
ROADSTER	4 Seater	£153	£180 £ 5
TOURING (4-DOOR)	4 Seater	170	200 5
COUPE (FIXED HOOD)	2 Seater	175	210 10
SALOON (4-DOOR)	4 Seater	185	225 10
TRAVELLER'S CAR		168	200 —
STANDARD VAN		165	200 —

MORRIS-OXFORD 11.9 H.P.			
48" TRACK—106½" WHEELBASE.			
TOURING	4 Seater	205	235 —
SALOON	4 Seater	215	255 —

MORRIS-OXFORD 13.9 H.P.			
48" TRACK—106½" WHEELBASE.			
ROADSTER	4 Seater	210	240 —
TOURING	4 Seater	225	260 15
COUPE	2 Seater	230	270 —
SALOON	4 Seater	250	290 20
LANDAULETTE	5 Seater	285	330 —

MORRIS-OXFORD 15.9 H.P.			
56" TRACK—114" WHEELBASE.			
(4-speed gear)			
TOURING	5 Seater	315	355 —
SALOON	5 Seater	345	400 —

MORRIS LIGHT SIX 17.7 H.P.			
2468 c.c.—Approx. 2½ litres.			
TOURING	5 Seater	320	360 —
SALOON	5 Seater	350	405 —

BEFORE YOU PURCHASE ANY CAR INVESTIGATE THE DEALERS' SERVICE AND INSPECT STOCKS OF PARTS CARRIED



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THE WHIPPET.

ATTRACTING PUBLIC INTEREST.

LOWEST PRICES.

Toledo, Ohio.—

Immediately following the slashing price reductions in the Whippet motor cars, placing them directly in price competition with the lowest priced cars in America, approximately two million persons visited the various show-rooms where these perfected Whippets were on display. This outpouring equals the interest displayed when the Whippet was first presented to the public about 19 months ago, which set a record at that time for public interest in a new product.

Reports that are pouring into the executive offices of the Willys-Overland, Inc. indicate that the interest of the public is centred in the perfected Whippet, this fact being borne out by the sales volume that has resulted, being far in excess of the expectations of the company sales executives.

It is said that never before in the history of the automobile industry has price reduction on a car that had been before the public for more than a year, brought about such a notable reception in every section of the nation.

Reports also indicate that in the higher ranges of cars, there is a decided trend toward Willys-Knight models, which have been presented for 1928 with numerous refinements. Unusual interest, it is said, is being exhibited in the Willys-Knight Model 66 Standard Six, the first car powered by a Willys-Knight sleeve valve engine to sell in the low price six class.

From every point throughout the country the dealers report that the same enthusiasm is being shown in the Whippet which is being offered at the lowest prices in Willys-Overland history. This has resulted in a sales volume never before attained at this season of the year with every indication that capacity production will be necessary at the Willys-Overland plants for months to come to keep pace with the demand of the motor car buyers of the world.

ESSEX SUPER SIX.

MACHINE'S MANY NEW FEATURES.

FOUR-WHEEL BRAKES.

The Essex Super Six, while retaining its major mechanical features, impressed visitors of the National Automobile Show in New York as substantially a new line.

It contains three important improvements, the use of four-wheel brakes of Bendix mechanical type, the Electrolock for protecting the car against thieves, and a heavier worm-and-tooth anti-friction steering gear.

But there are many other changes—which are bound to prove interesting to the prospective car buyer, which are responsible for the new appearance of the Essex line. The body is more roomy and the radiator and hood are made higher, the former being now equipped with vertical slats lacquered to match the body colour scheme. Tyres are of 5-inch size and the spare carrier is adjustable, fitting with proper appearance whether a trunk be carried or not.

A new rubber matted running board and wider doors have improved the exterior, while among features of the car inside are the new steel-core steering wheel with black rubber surface, wide form-fitting seats of patterned velour, a new polished ebony instrument board carrying dash-type head indicator, ammeter, speedometer, oil-pressure and fuel gauges, as well as the starter switch. Controls for lights, throttle and horn are on the wheel.

Silenced body construction is featured on all jobs. Of these, the five-passenger sedan is finished in two-tone blue with white striping and black full-crown fenders, with cowl ventilator. A new radiator cap adds to the car's appearance; upholstery is a good grade of mohair.

The rumble seat coupe is light gray below the belt and a dark tone of gray above, while both shades are used on the artillery-type wood wheels spokes. Gray mohair upholstery is used. Aluminium step plates for the rear seat, the bracketed cowl lights secured to a cross moulding, and the new bright radiator, which, like the headlights, are highly nickel-plated, make this an impressive model.

Another attraction at the Essex exhibit is the chassis, which is jacked up to permit demonstration of how the several parts function, housing of gear and engine parts being cut open to show operation.

MOTOR ENVOY.

SALES FOR PACIFIC-LOOP TRIP.

TO LECTURE ON TRANSPORT.

New York, Mar. 6.

Responding to invitations from ten countries, Walton Schmidt of the National Automobile Chamber of Commerce is sailing for a Pacific-loop trip, embarking from Seattle on the "President Madison" on March 12.

Japan, Dairen, Mukden, China and the Philippine Islands will be among his first points of call. Later in the year he will visit Singapore, Java, Australia, New Zealand and Hawaii.

The Pacific countries are now among the leading users of motor transportation outside of the United States and Canada. Hundreds of queries are received by the National Automobile Chamber of Commerce from these localities every year requesting data on engineering, legislation, road building and other conditions of motor travel in this country.

Mr. Schmidt will fill engagements at many touring clubs, government gatherings and dealer associations where he has been asked to lecture and to exhibit motion pictures on motor transportation. The pictures include, one showing in a graphic way the workings of an automobile, traffic, the building of roads, and other subjects connected with motor transport. He will confer with bankers, economists, highway commissioners, police, traffic and other officials.

In addition to the public lectures, Mr. Schmidt will hold special meetings with dealers and salesmen and mechanics in each city visited. Invitations to meetings will include not only those handling American cars, but also the representatives of French, German and British concerns.

The Chamber is seeking to learn the problems of motorists and motoring organizations all over the world and in return is offering such information as it possesses on this subject in the United States. With an ever increasing number of motor cars many foreign countries are now facing problems on which America has been working for a number of years and the Chamber is taking to them the results of our experience.

BRITISH TRIUMPH.

REAL ENGINEERING MASTERPIECE.

CAPT. CAMPBELL'S CAR.

The car driven by Captain Campbell in his remarkable achievement is a noteworthy production, designed by himself, and built under his own supervision. Although undoubtedly of large dimensions the car would look small if placed beside the leviathan driven by Segrave, but a matter of greater concern to motor engineers is that it is of more rational construction.

Its chassis is simply a larger edition of a normal car, with similar springing, and the drive is transmitted by the back axle by means of a propeller shaft and a spiral bevel drive. In Segrave's car there were two engines, rated at 500 h.p. each, one suspended over the front wheels and the other over the driving wheels, the driver nestling in a little cockpit in between which was the only gap in the huge car's mechanism. Its only use was to be driven on a beach in a record attempt. Campbell's car is something entirely different, and it might be said that his success may be the forerunner of the production of sensationally fast stock cars for use on the road. The chassis of this car could be stripped of the stream-lined racing body with its fins for road cohesion and large steering fin at the rear, and fitted with an ordinary touring body, and driven at high speed on any road with comparative safety.

The body, built specially for the assault on Segrave's record is, according to descriptions which have reached Australia, revolutionary in appearance, but the chassis throughout closely resembles the every-day car chassis. The engine is rationally mounted under the bonnet, clutch and gearbox are of rational construction, and the ordinary method of power transmission by means of a propeller shaft is employed.

Sgrave, it will be remembered united the power of his two engines in a huge gearbox in the centre of the car, and transmitted the drive to the rear wheels by means of roller chains. However, the most noteworthy feature of Campbell's achievement is that he was able to beat the previous record standing to the credit of 1,000 horse power car in a vehicle of less than half that power. His car was driven by a Napier-Lion aero engine of 450 rated horse power, but capable of developing twice that power in useful energy. The engine can only be described as a triumph of British engineering.

skill for it was looked upon by those experts who were privileged to view it before it was shipped to America as the very height of refinement in design and construction. It is practically identical with that which drove Webster's Supermarine seaplane to victory in the great Schneider Cup air race, but has been adapted for use on land and under the heavier load conditions imposed by driving car.

The car was British throughout, was produced for the purpose, and was run on shod with British Dunlop tyres, specially "Castrol" oil.

A HUGE TRIP.

5,860 MILES IN A STUDEBAKER PRESIDENT.

ADELAIDE AND BACK.

Mrs. A. V. Dodwell, who must be the most enthusiastic lady motor tourist in Australia, sends the following account of her latest exploit, a trip to Adelaide and back in her Studebaker President sedan.

"On December 17 we started on a trip to which we had been looking forward for some time. Our first day's trip was Lismore, then Armidale, where we picked up Miss Kellett, who did the whole trip with us. Leaving Armidale at 6 a.m. we reached Newcastle in rain and gale, and decided to leave the slippery mountain road, and take the boat at 11.30 p.m. for Sydney, where we arrived at 6 o'clock the next morning. After a few days there we spent a week at Koscusko, then back to Sydney, where we parted with Mr. Dodwell, who had been that far with us. Noel Benjamin, of Armidale, then joined us. On January 8 we left Sydney for Adelaide, over a route unknown to us. We reached Cooma the first night, and made an early start from there for Sale, where we stayed the second night. This journey was most interesting, over the Prince's Highway, through big trees and tree ferns, and past Lake's Entrance, which is a picturesque spot. We left Sale at 7 a.m., and arrived in Melbourne before noon, passing many pretty villages, and having picnic breakfast at the side of a stream, under beautiful trees, in a lane off the highway.

"A few days were spent visiting friends in Melbourne, then we defied superstition by leaving for Adelaide on Friday, the 13th, passing through Geelong and Warrnambool, the latter being considered the prettiest town in Victoria. The roads varied from good to rough, and we reached Portland (228 miles) at the end of the day. Here the party went for a surt, which was wonderful. During the night a gale came up. It was so cold that sleep was impossible, and we were in a hut with a gauze door, and the walls let in with gauze, all hotels being full. We left next morning at 6.15, our first stop being Mt. Gambier, where we had breakfast at the side of one of the beautiful lakes, which are surrounded by high cliffs and pine trees. We then passed through Millicent and Kingslow, which is on the border of Coorong Desert. The run, with no road for 93 miles, just a guess at the right track, was so fascinating that I should have liked it to last a week, in spite of a burning wind; the scenery was constantly changing, sand hummocks, scrub, and pipeclay, then Lake Coorong, with thousands of black swans, ducks, and pelicans, and at last the little town of Meningie was reached on Lake Albert, the border of the desert, where we were made comfortable for the night.

"A start was made for Adelaide next morning at 9 o'clock. This day was a contrast to the fascinating desert; the only charm was a few lakes, the Murray River and Mt. Barker, just before getting to Adelaide, where we arrived at 12.25, in a temperature of 109deg., and half our journey ended. We spent two and a half enjoyable days visiting friends and left on Wednesday, the 18th, for Melbourne, through what is called the 'Never Never,' and this day I should like to have lasted for a month. The first 70 miles out of Adelaide the road was good. We then came to a little town where we filled up with petrol, water and food, as the next 70 miles was through a wilderness and the Mallee Scrub. For 70 miles we never saw one living thing, not a bird or a blade of grass, just absolute desolation. We then ran into Renmark, and filled up again with petrol, and then into the wilderness again, and at sunset, still thinking we were the only living things, we jumped from behind the Mallee bushes about one hundred emus, which gave us a spooking feeling. The next excitement was a number of tremendous eagles, then ten miles before we got to Mildura, where we stayed the night, we passed through the fruit country, which was wonderful. This day I liked best of the whole trip.

For it was looked upon by those experts who were privileged to view it before it was shipped to America as the very height of refinement in design and construction. It is practically identical with that which drove Webster's Supermarine seaplane to victory in the great Schneider Cup air race, but has been adapted for use on land and under the heavier load conditions imposed by driving car.

The car was British throughout, was produced for the purpose, and was run on shod with British Dunlop tyres, specially "Castrol" oil.

BRITISH CARS.

SHRINKAGE OF DOMINIONS DEMAND.

PROGRESS IN 1927.

Motor-car manufacturers had to endure another testing year, from which few emerged with unqualified success, says a Home paper in receiving the progress of the industry in 1927. Some adverse factors, such as the lingering consequences of the coal stoppage, are passing. Others will doubtless persist. There is no immediate prospect of much relaxation in taxation, and foreign competition does not tend to become less aggressive. On the other hand, last year's disastrous weather, it may be hoped, will not be repeated, while the disappointing trade with some of the Dominions was probably only a temporary phase in a forward movement which should be a source of strength in time to come. That the shrinkage of demand from our overseas Dominions caused serious dislocation of manufacturing plans and was a weighty influence in reducing turnover is not disputed. The failure in Australian business alone meant for an individual firm that 1,000 fewer cars than had been contracted for were taken. But where financial results make unpleasant reading, new models and reorganisation of production and marketing methods are relied upon to aid in bringing about a change of fortune during 1928. The trade as a whole survived its trials with undiminished vitality. As regards some of its members it is in a sounder position than at any previous time since the slump. All the principal makers face the future in a confident mood and ambitious programmes have been laid down.

Expensive Mistakes.

The feature of the year was the growing realisation of the vast market that exists for the small car, both at home and abroad, and the gradual adaptation of productive resources to meet the new requirements. In the main, the best balance-sheets were shown by those manufacturers who, recognising the demand for cars at a reasonably low price which can be run at the minimum cost, were able to supply an acceptable model under economic conditions. This involves, according to one authority, the ability to keep the factory going at not less than 85 to 87 per cent. of productive capacity. The search for trade was not unattended by expensive miscalculations. There were changes in models tending to depreciate earlier types, and patrons were saddled with designs of a more or less experimental character. Cars were marketed at too high a first cost, and too dear in maintenance, to command wide support.

The consolation is that lessons were learnt which will be fruitful in the current year. The small car having definitely established itself as both a mechanical and commercial success, big developments, particularly in the direction of works adjustments to enlarge output, are in progress or projected. Under the shelter of the re-imposed McKenna duties great progress has already been made. Were it not for this measure of protection makers declare that the position of the motor industry would have been very precarious to-day and the number of workpeople employed substantially smaller. The outlook is encouraging. A well-known firm reports a 50 per cent. increase in sales of cars for delivery in the first two months of the current year in the home market, compared with the corresponding period 12 months ago. The export market also indicates expansion.

Foreign makers, however, did not relax their energies. During the year French, Italian, Belgian, German, and American manufacturers sought outlets in every available export market, in some of which demand is limited by the small mileage of suitable road surface, and where British manufacturers enjoy no preferential privileges. Prices were cut to a point at which it was extremely difficult to dispose of cars at a profit. It has become increasingly evident in recent years that manufacturers in the United States developed facilities for production out of all proportion to the absorptive capacity of their home market. It was inevitable that they should turn their attention to the problem of selling the surplus in outside markets so that output might be maintained at a profitable level. Conditions almost analogous prevail in Britain. Where distant markets offer any possibility of business they are being vigorously exploited. In countries where protective barriers are such as to minimise almost to vanishing point the chance of entry of British cars, the expedient of manufacturing under royalty on the spot is being tried.

Austin Car in Germany. The Austin Company has already completed arrangements

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"WHIPPET" "96" ONCE MORE

Reduced from Higher Prices

NEW PRICES NOW IN FORCE

Chassis	-	-	-	H.K.\$1,325
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Roadster	-	-	-	H.K.\$1,720
Coupe	-	-	-	H.K.\$1,850
Coach	-	-	-	H.K.\$1,850
Cabriolet	-	-	-	H.K.\$1,750
Sedan	-	-	-	H.K.\$1,950

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FREE INSPECTION AND ADVICE.—During the first year of a vehicle's life we extend a periodical inspection service to all "CHRYSLER" owners; some of our leading mechanics will give advice regarding the driving and upkeep of the vehicles without any obligation whatever.

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for the manufacture, in these conditions, of its seven h.p. car in Germany, and negotiations have been proceeding with a view to similar agreements in France and America. Design is practically standardised and no special adaptation to local conditions, except in minor details, is now necessary. Makers of the more luxurious types of touring cars experienced a somewhat limited market for their models. In these cars the year has seen the six cylinder engine steadily replacing the four, together with other improvements making for greater efficiency and comfort in travelling. Public taste showed a decided preference for cars built with saloon bodies.

Progress of the Lorry.

While the prosperity of firms concentrating on touring cars was not uniform, the commercial group generally had a good year. Demand at home and overseas is expanding, with the increasing use of the roads for goods transport purposes, and British manufacturers have established an ascendancy which is not easily challenged by foreign rivals. Further, the improvements effected in passenger vehicles in the matter of safety, comfort, and speed promise great developments in these services. Where passenger cars are to be transported pneumatic tyres are more generally specified, and the tendency is also in favour of pneumatic tyres for goods carriage. Progress continues in the production of air-wheeled, pneumatic-tyre, low-loading line chassis, many of which are equipped with six

cylinder engines. There is not much likelihood of the forthcoming Budget easing the burdens of business motor owners, but they share with the private car owner the advantage of lower running costs both in petrol and tyres. These considerations, together with the extension of systems of payment by instalments, should not be without influence upon the hesitating purchaser.

Heavy Imports.

A disquieting fact is that, in spite of the progress of the home manufacturer and of the shelter of the duty, imports of foreign cars into the United Kingdom are progressive. Last year the figures of the previous year were doubled. To November, 18,004 touring cars of the value of £3,293,717, were brought in, compared with 9,836 of the value of £1,626,270. The record so far as commercial vehicles are concerned, was happily in our favour. The total value of the motor-cars, etc., parts and accessories, imported, increased from £5,711,776 in the 11 months of 1926 to £7,639,459 last year. Our exports increased from £8,724,746 to £9,710,986.

The unfavourable summer adversely affected motor-cycle makers so far as the home market was concerned, and there was no pressure when the holiday season was at its height. In August efforts to cultivate some remote overseas markets were rewarded generally improved. The total for motor-cycles and parts was £2,822,772 last year, against £2,422,883.

OLDS MOTORS.

HAS EXPANSION PROGRAMME.

With the expansion programme representing an outlay of more than \$3,000,000 completed recently, the Olds Motor Works is now particularly well prepared to cope with the demand for its product, which has grown steadily during the past three years.

The enlargement includes both facilities for improved precision methods and for increased production. The 1927 expansion began with the installation of a new heat-treating plant, and the purchase and installation of machinery in axle, engine, sheet metal and other departments. By August, however, the \$3,000,000 expansion programme was inaugurated, calling for an additional engine plant, a new shipping terminal with inclosed railway sidings, and the reamping of space gained by these steps for manufacturing purposes.

About the first of November a research and development work building was added which is now equipped with many recently perfected scientific instruments, bearing upon mechanical improvements and design.

These additions enlarged Olds' mobile floor space by 350,000 square feet, bringing its present total area to 1,724,092 square feet.

Bargains in Rain Coats!

For Gentlemen \$6.50 up
For Ladies \$9.00 up
For Children \$5.75 up

Also Special Offer in
Gents' & Ladies' Umbrellas.

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VAT 250

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SCOTCH WHISKY

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THE VOLUNTEERS.

ANNUAL CORPS RIFLE MEETING.

SHOOTING BADGES.

The following orders have been
issued by Lt.-Col. L. G. Bird,
D.S.O., Commandant.

Holidays.

Friday, 6th Saturday, 7th and
Monday, 9th April, 1928, will be
observed as holidays, no parades
will be held on those days. Corps
Orders are now published on Thurs-
day, April 5, instead of Friday,
April 6, 1928.

Corps Rifle Meeting.

The Annual Corps Rifle Meeting
will take place at Stonecutters
Range on April 8 and 9, 1928.

Launches will leave Murray Pier
at 8 a.m., 8.30 a.m., 9.30 a.m. and
1.30 p.m., calling at Kowloon Pier
ten minutes later.

TIMES OF FIRING.

Sunday, April 8.
9.00 a.m. Blake Shield.
11.00 " Francis Cup.
2.00 p.m. Jar Competition.
3.00 " Plate Competition.
4.30 " Attack Competition.
Monday, April 9.
9.00 a.m. Corps Championship.
9.00 " Tyro Competition.
11.30 " Musketry Competition.
2.30 p.m. Reserves Challenge Cup.
3.30 " Lewis Gun Competition.

Revolver Competition, Corps and
All Comers, will be fired both days
from 9 a.m. to 5 p.m.
Those wishing to have tiffins pro-
vided for them on either day must
inform the Hon. Secretary at once
and enclose \$1.50.

Uniform compulsory for all com-
petitors.
Competitors must draw their
rifles from Volunteer Store on
Thursday, April 5, between 9 a.m.
and 12 noon, or 2 and 4 p.m., or 5
and 6 p.m.

RANGE DUTY.

The detail of officers on firing
point duty during the Corps Rifle
Meeting is as follows:—
Sunday, April 8.
9 a.m. to 1 p.m.:—
2/Lieut. H. R. Forayth.
2/Lieut. N. L. H. Railton.
1 p.m. to 5 p.m.:—
Lieut. J. Norris-Owen.
2/Lieut. H. Owen-Hughes.
Monday, April 9.
9 a.m. to 1 p.m.:—
2/Lieut. A. Mackenzie.
Lieut. A. M. Thornhill.
1 p.m. to 5 p.m.:—
Lieut. J. E. Hancock.
Lieut. J. C. Macnamara.

Revolver.

Lieut. M. G. Noll and Lieut. J. E.
Hancock.

Musketry.

Sunday, April 15, 1928.
The Battery will fire Part I.
Table "T" at Stonecutters Range on
Sunday, April 15, 1928.

Range Officer: 2/Lieut. N. L. H.
Railton.

Launch will leave Murray Pier at
9 a.m. and call at Kowloon Pier at
9.10 a.m.

Dress: Uniform or mufti
optional, but rifle, bayonet, pouches,
braces and belt must be worn.

Arms will be drawn from Corps
Headquarters on Friday, April 13,
between 9 a.m. and 12 noon, or 2
and 4 p.m., or 5 and 6 p.m.; and on
Saturday, April 14, between 9 a.m.
and 1 p.m.

Arms.

Rifles and bayonets are to be
kept at either Corps or Platoon
Headquarters, all those who have
not returned their rifles will do so
at once.

Sergeants' Mess.

There will be a meeting of the
Sergeants' Mess Committee at 6
p.m. on Wednesday, April 11, 1928,
at Volunteer Headquarters.

Command of Company.
Lieut. R. R. Davies, M.C., M.M.,
takes over command of the Portu-
guese Company from to-day's date.

The Battery.

The Battery will parade for in-
struction at 5.25 p.m. on Thursday,
April 12, 1928. It is expected of
all members that they will make a
special effort to attend the remain-
ing drills of this season.

Musketry Part I. See Order No. 3.
Armoured Car Co.
Thursday, April 12, 1928.

Special Class for Motor Cyclists
under Lieut. J. E. Hancock. Parade
at Corps Headquarters at 5.30 p.m.

No. 2 Platoon.

Parade on Tuesday, April 10, and
Friday, April 13, at Corps Head-
quarters for M.G. training. Dress:
Mufti.

Scottish Company.

Thursday, April 12, 1928, at 5.30
p.m.:—
Nos. 5, 6 and 7 Platoons will
parade at Platoon Headquarters for
Guard Mounting and Squad Drill
with arms.

Dress: Mufti.
Thursday, April 26, 1928:—
"Quarry Bay" Cup Competition
will be competed for at Corps Head-
quarters. Details have been circu-
lated separately.

Portuguese Company.

Friday, April 6:—There will be
no parade.
Tuesday, April 10:—N.C.O.'s and
Nos. 1 and 2 of Lewis Gun Sections
parade at Corps Headquarters at
5.30 p.m. for Lewis Gun training.

Next Company parade on Friday,
April 13.

Musketry.

The Portuguese Company will
fire Part I. Table "T" at Stone-
cutters Range on Sunday, April 22,
1928.

Range Officer: 2/Lieut. S. Jarvis,
M.C.

Budgets for Good Shooting.

The undermentioned have been
awarded badges for the year 1927:
No. 21 Lt.-Sergt. F. C. Goodman,
Scottish Company, best shot of
Warrant Officers and Sergeants
with score of 104 points. Crown
and Crossed Rifles in wreath.

No. 834 Spr. C. W. E. Bishop,
Engineer Company, best shot of
Corporals and Privates with score
of 108 points. Star and Crossed
Rifles in wreath.

Transfer.

Capt. W. Brackenridge, M.C., is
transferred from the Armoured Car
Company to the Reserve of Officers,
as from April 1, 1928.

Reversion.

No. 1050 Lce.-Corpl. W. C. Ogley,
No. 10 Platoon, reverts to the ranks
at his own request, as from April
4, 1928.

Leave.

The following are granted leave
of absence from the Corps:—
No. 695 Pte. A. T. Stubbs, A.C.
Co., from April 4, 1928, to April
4, 1929.

No. 717 Pte. H. E. Strange,
Medical Section, from April 14 to
November 13, 1928.

Fire in Lane.

SMALL HOUSE COMPLETELY
GUTTED.

A fire broke out yesterday after-
noon in a house in Lan Kwai Fong,
a narrow lane which runs behind
Wyndham-street and is a continua-
tion of D'Aguiar-street. The out-
break was believed to be due to a
little girl playing with matches
which resulted in the bed curtain
catching alight. The flames spread
quickly, and soon all the cubicles in
the house were involved. The fire
brigade received the call at 4.50
p.m., and was promptly on the
scene. The flames had already got
a good grip when the fire fighters
arrived, and flames were shooting
through the roof. There was danger
of other houses being involved
through flying sparks. Accord-
ingly the firemen concentrated on con-

(Continued on Next Column.)

fining the fire to the burning house,
and in this they were successful.
The fire was got under control
within 15 minutes, but by that time
the small house was completely
gutted. In the house at the time of
the outbreak was a girl of 17 and
three children. They all escaped
with the exception of one of the
children. It was rescued, however,
by an unknown Chinese before the
arrival of the firemen.

THE "ENGINEERS."

INSTITUTION'S ANNUAL MEETING.

QUESTION OF CHARITIES.

A year of activity in various
directions was reported at the an-
nual meeting yesterday of the In-
stitution of Engineers and Ship-
builders over which Mr. G. J.
Harman presided.

The Chairman said that the bad
time through which the Colony had
passed reflected itself on the mem-
bership in that very large numbers
had had to be placed on the ab-
sent members' list and were for the
time being non-contributory. Ex-
penses during the year had had to
be considerably curtailed but in
spite of it all, the Institution had
kept its head above water and, with
the hoped-for return to normal
conditions, the old flag would be
still kept flying and the Institution
would move ahead again with the
old vigour.

After referring to the growing
circulation of the library and the
reconstruction of the technical side
of it, the reading of papers by
members, billiards and dances, the
Chairman referred to the accounts
in which a small profit was shown.
After providing for depreciation on
furniture, billiard tables and
library, the net profit was only
\$29.74 but this compared with a
net loss on last year's accounts of
\$1,195.64. During the year, Hong
Kong Government War Loan
amounting to \$4,000 was redeemed,
\$5,000 was withdrawn from fixed
deposit and \$10,000 invested in
Hong Kong Government Public
Works Loan. The withdrawal
from fixed deposit was needed in
large measure to pay donations to
charity of \$200 and \$500 sanction-
ed by members at the annual meet-
ing.

Grants Discontinued.

In regard to these charitable
grants, the Chairman reviewed
what the Institution had done in
past years and whilst agreeing that
this was a good course when good
profits were being made, he sub-
mitted that the time had come to
call a halt until the financial posi-
tion improved.

A motion to this effect was car-
ried on the proposition of Mr. C. M.
Manners seconded by Mr. W. S.
Bailey.

The next business was the elec-
tion of officers and in proposing
Mr. W. J. Stokes as President, Mr.
W. J. Hill, the retiring President,
said that Mr. Stokes had been a
member for over twenty years. He
was a hard worker and an ener-
getic committee man and he did not
think that they could have a better
man as President.

Mr. Stokes was unanimously
elected.

Mr. L. C. F. Bellamy and Mr.
L. J. Blackburn were elected Vice-
Presidents, Mr. A. Landsberg, Hon.
Secretary, Mr. A. J. J. Martin,
Hon. Treasurer, Mr. W. J. Stokes,
Hon. Librarian, and Messrs. Love,
Bingham and Matthews, auditors.
Warm tributes were paid to the
services of those who had held of-
ficial positions and served on com-
mittees.

The new Committee was con-
stituted as follows:—Messrs. G. J.
Harman, W. J. Hill, J. Ormiston,
G. F. Taylor, P. T. Farrell, W.
Russell, L. C. F. Bellamy, A. H.
McBride, J. Brook, C. F. Bradford,
R. Hunter and E. W. Blackmore.

Before the meeting closed Mr.
Manners suggested that improve-
ments should be made to the in-
terior of the premises, and put
forward other suggestions regard-
ing the running of the Institution.
The meeting concluded with a vote
of thanks to the Chairman.

fining the fire to the burning house,
and in this they were successful.
The fire was got under control
within 15 minutes, but by that time
the small house was completely
gutted. In the house at the time of
the outbreak was a girl of 17 and
three children. They all escaped
with the exception of one of the
children. It was rescued, however,
by an unknown Chinese before the
arrival of the firemen.

THE
HONGKONG
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Most Moderate Rates in the Colony.

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Manager.

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rightly by choosing the best food they know
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hearted childhood. Ask your Doctor!

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6 months old

or when he cuts
his first tooth, add
a little Glaxo Malted
Food to his Glaxo.
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the best means of
acquiring Baby,
gradually and natu-
rally to taking
more solid food.
Obtainable
where you buy
Glaxo.



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Satisfaction unsurpassed.

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P.O. Box No. 620, HONG KONG

DADDY, YOU BETTER
NOT LET MOTHER
SEE YOU IN YOUR
UNDER-SHIRT, SHE'S
IN A BAD TEMPER
THIS MORNING.



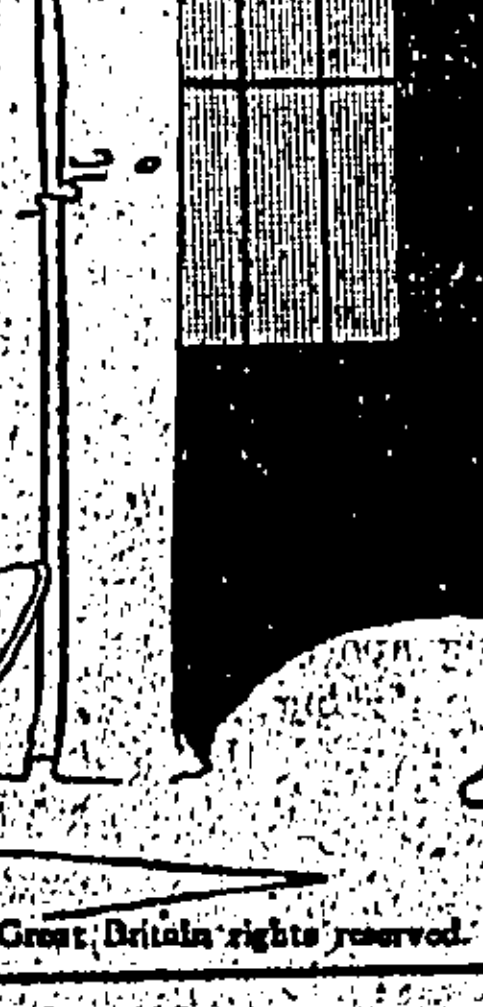
THANKS FOR
THE INFORMAT-
ION, I GUESS
I HAD BETTER
DRESS.



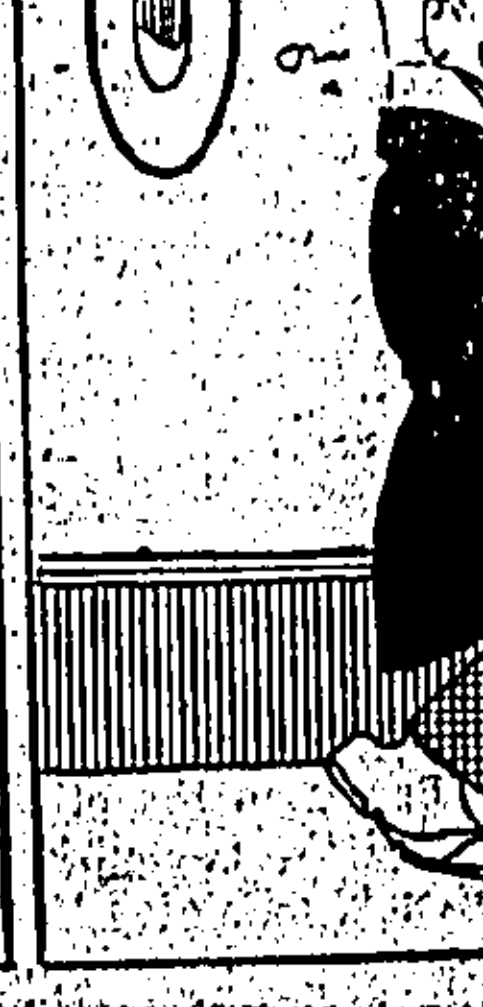
DAUGHTER'S RIGHT -
NO USE GITTIN'
MAGGIE IN A
WORSE FRAME
OF MIND.



WELL, I'M FIXED UP
SMART - THIS OUGHT
TO PLEASE HER.



WELL, WHERE DO YOU THINK
YOU ARE GOING? TAKE OFF
THAT SUIT, YOU'LL NOT
GET OUT OF THIS
HOUSE, SHUT UP,
DON'T ANSWER ME!



2-25



2-25



2-25



2-25



Kelly & Walsh. Ah Yau—(H.K. Ferry Wharf).
Lee Yee. Ah Yau—(Peak Tram Station).
Kowloon Wharf. Hung Cheong—(Kowloon).
AND AT:—The Office of the Publishers, 3A, Wyndham Street.

China Mail

ESTABLISHED
1845

HONG KONG, THURSDAY, APRIL 5, 1928.

Kelly & Walsh. Ah Yau—(H.K. Ferry Wharf).
Lee Yee. Ah Yau—(Peak Tram Station).
Kowloon Wharf. Hung Cheong—(Kowloon).
AND AT:—The Office of the Publishers, 3A, Wyndham Street.

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"CALCUTTA" 1st May Marseilles, London, Rotterdam & Hamburg
"PATROCLUS" 16th May Marseilles, London, Rotterdam & Glasgow

LIVERPOOL SERVICE.

"POLYPHEMUS" 7th Apr. Genoa, Havre, Liverpool & Glasgow
"BELLEROPHON" 20th Apr. Havre, Liverpool & Glasgow
"ORRESTES" 20th May Genoa, Havre, Liverpool & Glasgow

PACIFIC SERVICE.

"CORE & YOKOHAMA."
"PROTEUS" 10th Apr. Victoria, Vancouver & Seattle
"TAUTYHUS" 10th May Victoria, Vancouver & Seattle

NEW YORK SERVICE.

"STEAMER" 20th June Boston, New York & Baltimore

PASSENGER SERVICE.

"BARPEDES" 18th Apr. Singapore, Marseilles & London
"PATROCLUS" 16th May Singapore, Marseilles & London

OUTWARD SERVICE.

"PATROCLUS" 6th Apr. Shanghai, Chefoo, Taku and Dairen
"BARPEDES" 18th Apr. Shanghai, Kobe & Yokohama
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POST OFFICE NOTICE.

EASTER HOLIDAYS.

The G.P.O. will be opened on Good Friday, the 6th inst. and Easter Monday, the 9th inst. from 8 a.m. to 9 a.m. and on Saturday, the 7th inst. from 8 a.m. to 10.30 a.m.
The Branch Post Offices will be open from 8 to 9 a.m. on each day.

There will be one collection from the pillar-boxes and one delivery of ordinary correspondence each day on Sundays, and one delivery of registered correspondence at 9 a.m.
The Money Order Office will be entirely closed during the Holidays.

INWARD MAILS.

From	Per
Shanghai	THURSDAY, APRIL 5.
Europe via Nagapattam. Letters and Papers	FRIDAY, APRIL 6.
London, 8th Mar.	Patroclus
Japan and Shanghai	Hakone Maru
Australia and Manila	Changte
Shanghai and Europe via Siberia	Szechuen
U.S.A., Honolulu, Japan and Shanghai	SATURDAY, APRIL 7.
Straits	President Garfield
Shanghai	Talamba
Japan	SUNDAY, APRIL 8.
U.S.A., Honolulu, Japan and Shanghai	MONDAY, APRIL 9.
Manila	President Pierce
Canada, U.S.A., Japan and Shanghai	TUESDAY, APRIL 10.
U.S.A., Honolulu, Japan and Shanghai	THURSDAY, APRIL 12.
Australia and Manila	Mishima Maru

OUTWARD MAILS.

For	Per
Sam Shui and Wuchow	THURSDAY, APRIL 5.
Shanghai & Europe via Siberia	Tai Sze Ma 4 p.m.
Hobow	Carl Legien 5 p.m.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt, and Europe via Marseilles—due Marseilles, 6th May. K.P.O. Parcels 4.30 p.m. Registration (Apr. 7th) 9 a.m. Letters (Apr. 7th) 10 a.m. G.P.O. Parcels 5 p.m. Registration (Apr. 7th) 8.45 a.m. Letters (Apr. 7th) 10.30 a.m.	New Mathilde 5 p.m.
Swatow, Amoy and Formosa	FRIDAY, APRIL 6.
Wei Hai Wei	Hat Hong 9 a.m.
Shanghai	Hulchow 9 a.m.
Halphong	Sin Kiang 9 a.m.
Holhow, Pakhoi and Halphong	Tonkin 9 a.m.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, *Egypt, and *Europe via Marseilles—due Marseilles, 6th May. K.P.O. Registration 8 a.m. Letters 9 a.m. G.P.O. Registration 8.45 a.m. Letters 9.30 a.m.	Menado Maru 8.30 a.m.
	Hakone Maru

*Correspondence bearing vessel's name only.

FAREWELL.

Afghan Royalty Leave London To-day.

FINAL ARRANGEMENTS.

Buy British Furniture For New Kabul Palace.

London, Yesterday.
The King and Queen of Afghanistan leave London to-morrow morning. Prince Henry, who has just assumed the title of Duke of Gloucester, and Sir Austen Chamberlain will be at Victoria Station to see them off. Lord Allenby will accompany them to Dover and the Channel crossing will be made in an especially chartered boat to Calais where the King and Queen will say good-bye to Sir Francis Humphry, Colonel Wickham and other British representatives, who have been with them during their visit to England.

No definite time has been fixed for the visit of Afghan Majesties to Russia.
They have given many orders for household and other goods during their stay in England. Many of the apartments of the new palace, being built at Kabul, will be fitted with British-made furniture bought in London.—British Wireless Service.

BUILDING DISPUTE.

SUPREME COURT JUDGMENT TO-DAY.

BRICK QUALITY QUESTIONS.

Counsel for plaintiff and defendant addressed final speeches to His Lordship at this morning's resumption at the Supreme Court of the case in which the Ng Hing Company sued the Hong Yip Company Ltd. for \$43,258.42 for work done and materials supplied, whilst the defendants counterclaimed for \$24,000, stating that the bricks used were of a quality inferior to that stipulated.

At the conclusion of the hearing, His Lordship gave judgment for the plaintiff for \$35,760, and for defendants on the counterclaim for \$33,505, costs of the counterclaim in favour of defendants.
Mr. H. G. Sheldon appeared for plaintiff and Mr. Eldon Potter, K.C. and Mr. F. C. Jenkin for defendant.
Mr. Jenkin said that as the contract was between Chinese parties and was a Chinese document it was unlikely that misunderstandings were likely to arise over the description of bricks to be used. The sample brick was beyond controversy because Mr. Baso, who had acted for plaintiff, had asserted that the brick was the correct description of the brick which was an agreed sample between them.

A "Fair Test."
Counsel submitted that on the evidence the only finding His Lordship could come to was that in fact there were no contract bricks in the building at all although that submission would be incapable of absolute proof without the building being pulled down and laid bare for the examination of experts. His Lordship had to judge on a fair test and counsel submitted that the test applied was a fair one and was evidence which left no reasonable doubt at all that not a single Nam Kong brick had been used, as required by contract.

Counsel submitted that plaintiff could not on his own evidence have used the bricks stipulated. He had stated that the price paid per thousand bricks was \$190 and it had been made clear in evidence that Nam Kong bricks could not possibly have been bought for this figure at the time in question. The defence had called Mr. Mok Chiknam to give expert evidence, as to none of the bricks in question being Nam Kong bricks and it would have been easy for the plaintiffs to have secured evidence from sample bricks if in fact Nam Kong bricks had been used. They had not done so.

Counsel pointed out that plaintiff, having examined 28 bricks produced by the defence, had picked out two as bricks called for by the contract. Mr. Baso, on the other hand, had rejected the two picked out by plaintiff and had stated that nearly all the rest were Nam Kong bricks. Counsel submitted that the

PALMAS ISLE.

Result Of The Arbitration.

FAVOURS THE DUTCH.

Americans Lose In The Dispute.

The Hague, Yesterday.
M. Maxhuber, the Swiss statesman and arbitrator in the dispute between the United States and the Netherlands with respect to the sovereignty of the island of Palmas, situated between the Dutch East Indies and the Philippine Islands—has decided that the island should be definitely Dutch territory.—Reuter.

NOT MURDERED.

M. TROTSKY STILL IN LAND OF LIVING.

REPORTS "EXAGGERATED."

Moscow, Yesterday.
The reports current in Paris



M. Trotsky.

that M. Trotsky had been murdered are untrue.—Reuter.

only conclusion to be drawn from the evidence was that Tung Kong and Honam bricks had been used.

Purchase Price Questions.
Dealing with the question of prices, to establish the contention that Nam Kong bricks could not have been used, counsel said that the evidence was overwhelming that the purchase price of the bricks was \$175 per ten thousand, whereas that of the bricks stipulated was \$240 per ten thousand for small quantities and \$235 for larger quantities. It was agreed that 2,590,000 bricks had actually been used. The number of Nam Kong bricks required was 2,943,132. Counsel submitted that at the figures given, defendants were entitled to the difference in the quantity and quality of the bricks used, amounting to \$23,765.

Mr. Sheldon replied for the plaintiff, contending that the average price paid for the bricks was \$190 per ten thousand and that this was the ruling price of the contract bricks at that time.

Afternoon Hearing.
Evidence was given at yesterday afternoon's hearing, by Ho Kwai-hoi, one of the defendants, who denied the suggestion of plaintiff that he and plaintiff and Mr. C. G. Anderson had gone to two brick shops and that he (defendant) chose the bricks which he desired to be used on the job.
Defendant continued that he had complained about the bricks used from the beginning to the end but he had, on one occasion, allowed the plaintiff to use 100,000 inferior bricks as he had explained that he could not get the bricks required and could not satisfy the contract unless he used others. Defendant added that he still retained his rights in respect of that number of bricks.

The plaintiff left a quantity of earth on the site and refused to remove it, so defendant paid \$900 to another contractor to take it away. He had also paid \$600 to the Government for water rent, being water used by the plaintiff in erecting the houses. Explaining another of his claims, \$240 for completing drainage works, defendant said the plaintiff had joined the drains to an open nullah. This was not allowed, and he had had to pay for joining the drains to a Government sewer as the plaintiff would not do that work.—Reuter.

U.S.A. AND CHINA.

The Nanking Incident Settlement.

AN AGREEMENT.

Closed So Far As U.S.A. Is Concerned.

In yesterday's "China Mail" we published the essential facts of the text of the settlement of the Nanking Incident between the United States and China. The following telegram refers to the preliminary proceedings:—

Shanghai, Yesterday.
It transpires that when Mr. MacMurray and Mr. Hwang Fu met at Shanghai on February 26, both expressed an earnest desire to settle the Nanking Incident. They authorised the American Consul-General, Mr. E. S. Cunningham, and Dr. G. Wood, chief of the American and European section of the Nationalist Foreign Ministry, to take up preliminary negotiations.

The result was that, after a month's work, the groundwork was ready when Mr. MacMurray returned from his Yangtze trip. After two sessions Mr. MacMurray and Mr. Hwang Fu agreed to the drafts, after which the notes were drawn up and signed.

Careful perusal bears out the opinion of the Legations at Peking that the successful outcome of the negotiations is in the nature of a personal triumph for Mr. MacMurray.—Reuter.

"As Opportunity Offers."

London, Yesterday.
Sir Austen Chamberlain stated in the House of Commons to-day that no satisfactory settlement had been reached in recent negotiations with the Nationalist Government of China on the settlement of the claims arising out of the incidents at Nanking on March 24, 1927. Negotiations would be continued by the British Consul-General in Shanghai and the Consul-General for Nanking, as opportunity offered.—British Wireless Service.

BOOK TREASURE.

ROSENBAACH MAKES NEW PURCHASE.

SHAKESPEARE DATA.

London, To-day.
Dr. Rosenbach to-day bought, at Sotheby's for \$10,500, the "Ward" Diary kept by the Vicar of Stratford-on-Avon between 1629 and 1681, containing valuable references to Shakespeare. Most of the diary has so far been unpublished.
A first edition of Boleyn's Geography (1477) was sold for \$3,400 to the British collector, Mr. Maggs.—Reuter.

OFF TO CONTINENT.

DUKE & DUCHESS OF YORK ON PRIVATE VISIT.

RETURNING NEXT WEEK.

London, Yesterday.
The Duke and Duchess of York left London to-day on a private visit to the Continent. Their Royal Highnesses will return about the middle of next week.—British Wireless Service.

INDIAN RAILWAYS.

7,000 WORKERS DISMISSED FOLLOWING STRIKE.

"REPERCUSSION."

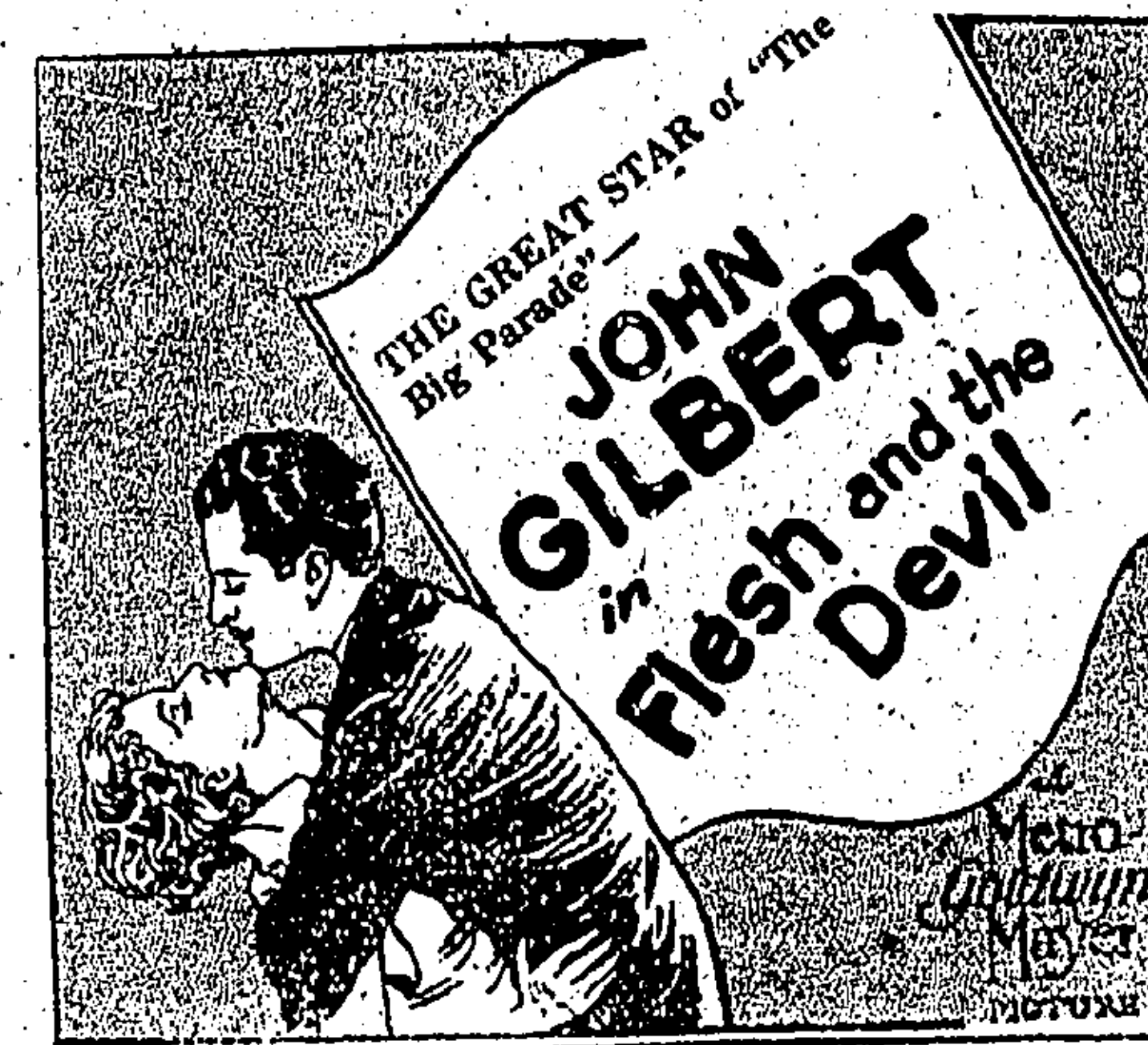
Calcutta, To-day.
As a repercussion of the lock-out in the Lillooah Railway workshops, 7,000 men of the Burn Company's shops for the manufacturing of wagons for the East Indian Railway, who had struck, have been dismissed.—Reuter.

SEDITION CHARGE.

INDIAN JOURNALISTS ALLOWED BAIL.

Calcutta, To-day.
Mr. Bakshi, Editor of Swarajist newspapers, and Mr. Banglar, Editor of the "Forward" who were arrested on charges of sedition, have been released on bail.—Reuter.

YOUR LAST OPPORTUNITY to see the remarkable screen drama that ranks as the romantic film sensation of the year!



With
GRETA GARBO & LARS HANSON
AT THE
QUEEN'S FINAL SHOWINGS TO-DAY

TIMES & PRICES
At 2.30, 5.00, & 7.15 \$1.20, 80 cts., 60 cts., & 40 cts.
At 9.30 \$2.00, \$1.20, 80 cts., & 60 cts.
Service men in uniform 60 cts., to back stalls & 40 cts. to front stalls at all performances.

THRILLS, love and wild adventure in the days when the West was young and romance galloped over the trails!

ZANE GREY'S FORLORN RIVER
With
JACK HOLT—ARLETTE MARCHAL—RAYMOND HATTON EDMUND BURNS.

AT THE
WORLD TO-DAY TO SATURDAY
Orchestra 5.15 & 9.20. Interpreter 2.30 & 7.15.

A famous novelist's striking story of love and marriage in high Society!
ELINOR GLYN'S LOVE'S BLINDNESS

With
PAULINE STARKE & ANTONIO MORENO.
AT THE
STAR TO-DAY TO SATURDAY.
Continuous 2.30 to 8.30.
At 9.15 p.m.—The Wilbur Players in "HANDCUFFED."



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Any moment your child may be infected at school, or in the street, by little playmates.
Give her a Formamint tablet, morning and evening. That will protect her against

Tonsillitis, Whooping Cough, Sore Throat, Influenza, Measles and Diphtheria.

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The Germ-Killing Throat Tablet

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